SEPTEMBER 2, 1961. VOL. CCXLVI. No. 3196. TWO SHILLINGS AND SIXPENCE

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# Mimosas bloom on London River

The moment I stepped into our cabin there it was . . . a huge bunch of golden yellow mimosa that made a sunny afternoon seem even brighter.

There were only two words on the card. "From Tom". Even one's husband can be romantic sometimes! As I buried my face in those gorgeous flowers something told me I'd never forget that moment—or that ship.

Probably to you a ship seems a huge, impersonal thing. But not the Arcadia. She was home to us from then on and the people on board looked after us as if we were their only concern. We swam, we danced, we sunbathed, we trotted round Naples and Colombo and all the other heavenly ports of call. And when we got to Sydney, and realised San Francisco was still four whole weeks away, I had the sort of feeling you have when you wake up too early and know you can go back to sleep again.

It had to end, of course. But for ten blissful weeks mimosas bloomed the whole day through and all my geese were swans.

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Volume CCXLVI No. 3196

# THE SPHERE

LONDON, September 2, 1961

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## OFF TO FARNBOROUGH

Wheeling in formation like a flock of gulls, Scimitars of the Navy's No. 800 Squadron carry out practice manœuvres in preparation for their participation in this year's S.B.A.C. Air Show at Farnborough from September 4-10. No. 800 Squadron, based at Lossiemouth, Morayshire, is the premier naval air squadron and was first formed in 1933. Up to that time, since the end of the Royal Naval Air Service, flying in the R.N. had been carried out by mixed R.N./R.A.F. personnel in R.A.F. flights. The squadron has had a very distinguished history, flying most of Britain's carrier-based fighters. The large twin-jet Supermarine Scimitar is an interception and strike aircraft which is reported as capable of near supersonic speeds at low level. (Details of this year's Farnborough Air Show are on pages 363-365.)

*(Photograph by Charles E. Brown)*

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

Typical of the charming villages in Gloucestershire built of Cotswold stone, Miserden, near Stroud, has this year been awarded the Bledisloe Cup for the best-kept small village in the county. The cup is presented annually for pleasantness and tidiness. Miserden, situated in the Cotswold hills, possesses the ruins of a castle built by a Norman baron but destroyed in the Wars of the Roses, and an interesting church which has Saxon and Norman work

GLOUCESTERSHIRE'S BEST-KEPT VILLAGE

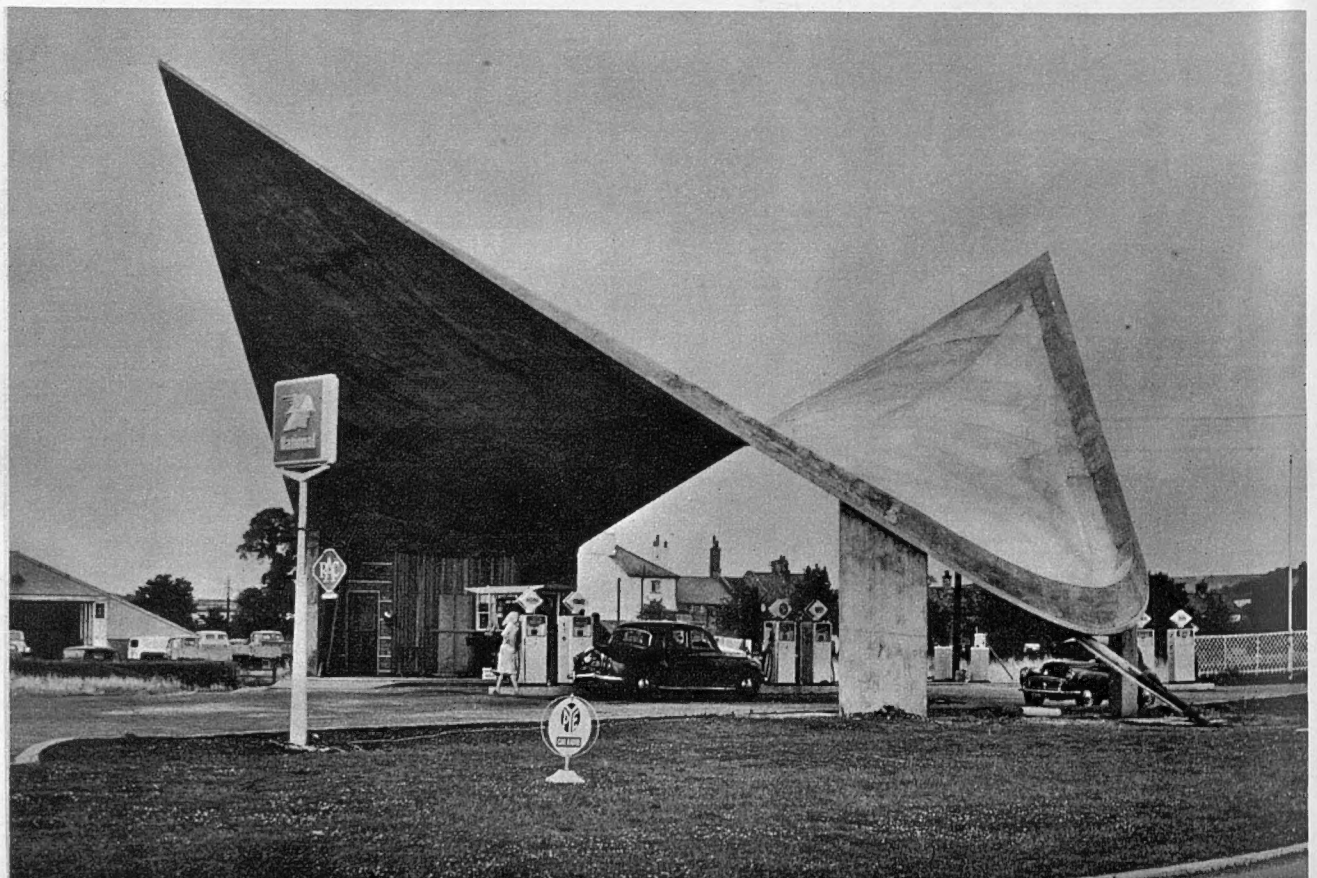
The split-arrow Clearway sign is at the junction of Brompton Road and Knightsbridge, the beginning of London's first peak-hour Clearway. This scheme came into operation last week. It runs from Knightsbridge to Chiswick Flyover. Vehicles (excepting buses, taxis and emergency services) may not stop on the Clearway roads during weekday peak hours. It is the first of several Clearways which are to be introduced in London for experimental periods of six months

LONDON'S FIRST CLEARWAY OPENS

**Right:** AT LONDON'S 1961 RADIO SHOW

**Far right:** Lord Boothby speaks in the crowded hall at Earls Court at the opening ceremony of this year's Radio Show, which is open until today, Saturday, September 2. At the Show are developments which point the future for television. Most of the British television receiver manufacturers are demonstrating sets working on 625-line standards, instead of the normal 405 lines in Britain. Many of the new sets are switchable from one transmission standard to the other. Another possibility for the future is colour television, demonstrated at the show by the B.B.C. by live transmission and in film. This year's Radio Show celebrates the first twenty-five years of television. On show as well is a vast range of radio equipment, especially small transistor sets

**Below:** A GARAGE WITH A DIFFERENCE



This unusually-shaped construction is the roof of a garage at Markham Moor, Tuxford, in Nottinghamshire. It is a hyperbolic paraboloid of reinforced concrete. Cast *in situ*, it rests on two concrete pillars which are tied underground by a steel girder. At night the garage is floodlit from below, giving the effect of an illuminated object floating in space. It was designed by Dr. K. Hajnal-Koni

# THE NEWS IN PICTURES

The President of Cyprus makes his first address as Head of State of the Republic to the House of Representatives in Nicosia. With him on the rostrum are Mr. Glafkos Clerides, the President of the House, and Dr. Kutchuk, the Vice-President of the Republic. Speaking for two hours and ten minutes, Archbishop Makarios outlined a five-year plan requiring Government expenditure of £62,000,000 on public investment. Harbour works, electrification, dams, water supplies, roads and tourism are among the items he listed in the plan

A MARATHON SPEECH BY ARCHBISHOP MAKARIOS TO THE CYPRUS PARLIAMENT

**Below right:** Dr. Cheddi Jagan celebrates his victory in the election in British Guiana. In the voting last week his People's Progressive Party won 19 of the 35 seats in the Legislative Assembly established by the new Constitution which came into force on August 22. Dr. Jagan was expected to be asked to form a Government. At a Press conference he stated that he proposed to ask Britain for independence by May 31 next year, when the West Indies Federation becomes independent

DR. JAGAN WINS BRITISH GUIANA ELECTION

**Far right:** Mrs. Indira Gandhi, the daughter of Mr. Nehru, listens to Jomo Kenyatta at his home at Gatundu, Kenya. During a tour of East Africa, she met the African leader shortly after he had been granted his complete freedom. Last week, Kenyatta for the first time met Sir Patrick Renison, the Governor of Kenya. There were other moves in the negotiations on the future of the Government of Kenya. Discussions took place between Kenyatta and leaders of the Kenya African National Union and the Kenyan African Democratic Union on inter-party unity

JOMO KENYATTA AND MRS. INDIRA GANDHI

In the Presidential Palace in Jakarta, President Sukarno of Indonesia confers with his Foreign Minister, Mr. Subandrio (left), and the new Yugoslav Ambassador to Indonesia, Mr. Ales Bebler, who had just presented his credentials. Dr. Sukarno was due to attend the conference of uncommitted nations in Belgrade from September 1. Delegations from twenty-four countries in Asia and Africa were to be present

DR. SUKARNO PREPARES FOR THE NEUTRAL SUMMIT

**Far right:** At the opening of the Session of the U.N. General Assembly on the Bizerta dispute, Sir Muhammad Zafrullah Khan (left) of Pakistan and Mr. Mongi Slim of Tunisia confer. The debate was concerned with the draft resolution sponsored by the thirty-two-nation Afro-Asian group which supported the rights of Tunisia over Bizerta

AT THE U.N. DEBATE ON BIZERTA

# THE NEWS IN PICTURES

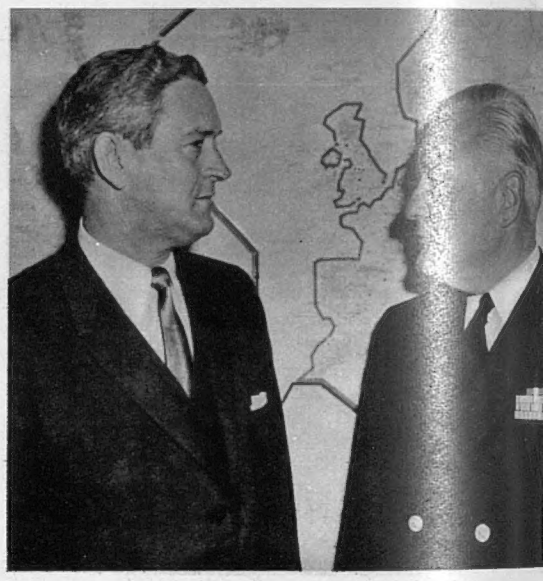
Members of the advance guard of the 84th Panzer Battalion stroll through Pembroke, in South Wales. The West German party, consisting of six officers, sixteen sergeants, and twenty-nine soldiers, arrived at the Castlemartin camp, in Pembrokeshire, last week. They had flown from Celle, in Lower Saxony. Their plane was diverted from Brawdy naval air station, 40 miles from Castlemartin, to Lyneham, in Wiltshire, because of bad weather. There were no mass demonstrations on their arrival by coach at Castlemartin to prepare the barracks for the rest of the battalion, due to reach Pembroke dock in the first week of this month. The battalion is to train on the tank ranges on the Pembrokeshire coast. Later, eleven members of the battalion visited Pembroke. Colonel Kraus, the West German military attaché in London, said the advance party had been given a " wonderful reception"

MEMBERS OF THE 84TH PANZER BATTALION SIGHT-SEEING IN PEMBROKE

Posters for some of the parties contesting the West German general elections cover a hoarding in Munich. Top left is a poster of Dr. Adenauer's Christian Democrat Party (the C.D.U. or C.S.U.). Main rivals for the Chancellorship in the elections, on September 17, are Dr. Adenauer and Herr Willy Brandt, the Mayor of Berlin

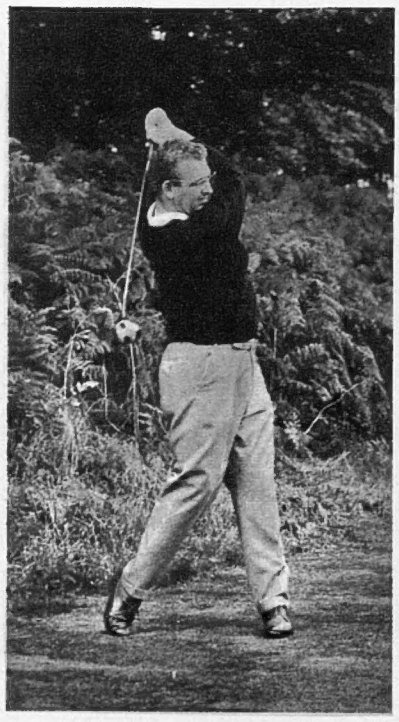
PREPARING FOR THE WEST GERMAN ELECTIONS

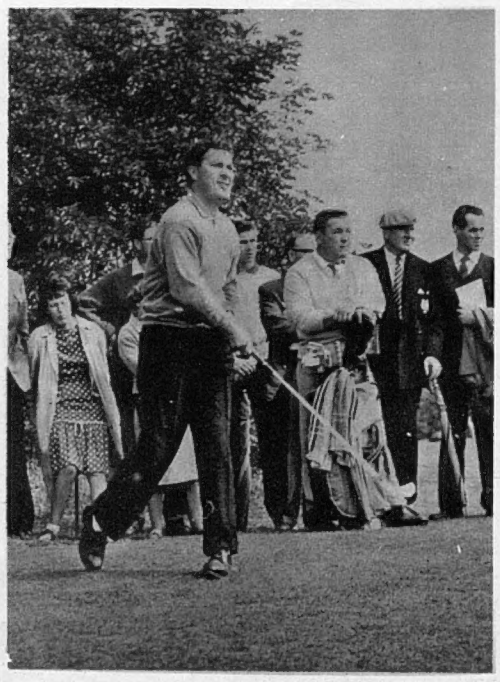
**Far right:** Mr. John B. Connally, the U.S. Secretary of the Navy (left), talks to Admiral H. P. Smith, C.-in-C. of the U.S. Naval Forces in Europe, at the American Navy headquarters in London. Last week, Mr. Connally reached Britain on the final stage of a tour of U.S. naval commands in Europe. He visited the Polaris submarine base at Holy Loch in Scotland

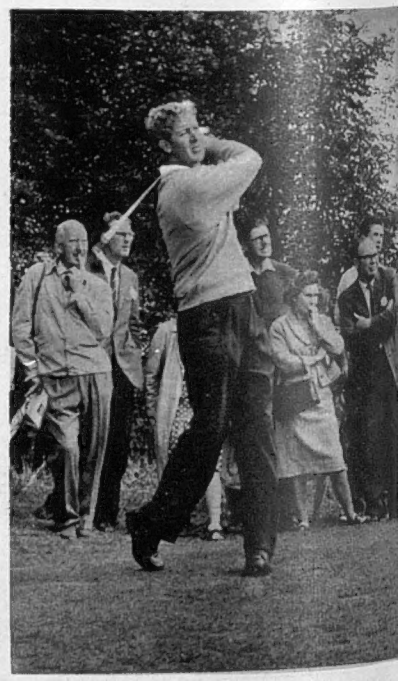


U.S. NAVY CHIEFS IN LONDON

In the Esso four-day £5,700 Round Robin Tournament at Moor Park last week, first place was shared between D. C. Thomas, of Sunningdale (right) and P. W. Thomson (centre), of Australia. B. J. Hunt, of Hartsbourne (far right), was third. Thomson and Thomas scored 21 points each out of a possible total of 28, thus sharing the first and second prizes of £750 and £400. The result of the tournament was in doubt until the last match of the final day when Thomson had to beat two opponents to win outright, and only succeeded in mastering one. Thomas beat eight of the nine players so far selected for the Ryder Cup team to meet the United States at Lytham in October. Hunt took the third place with a total of 18 points







THE LEADERS IN PLAY IN THE ESSO GOLF TOURNAMENT

# NEWS SUMMARY

*Britain's hopes for Berlin negotiations; expectations of a historic T.U.C. Congress; the supersession of Ferhat Abbas; Brazil's Presidential crisis*

## INTERNATIONAL

The West's solemn warning to Russia over tampering with the air corridors to Berlin (see pages 338-339) was repeated in strong notes delivered in Moscow over the weekend. Simultaneously protests were lodged with the Soviet Ambassador in East Berlin against the new restrictions imposed on the border there. Mr. Macmillan and Lord Home interrupted their holidays in Scotland to confer at **Gleneagles** on Sunday. Afterwards the Prime Minister read a prepared statement to the Press. He said that he and the Foreign Secretary recognised the seriousness of the Berlin situation but believed it should be capable of being resolved by peaceful means. They believed negotiations should take place, " but in order to be effective these must be held in the right atmosphere and at the right time."

New United States proposals were to be put to the Nuclear Test Ban talks in **Geneva** by Mr. Arthur Dean, leader of the United States Delegation last Monday. The Conference on the Cessation of Nuclear Tests between Britain, the U.S.A. and Russia started in the autumn of 1958. Since then the meetings have continued without any formal breakdown, although there have been frequent deadlocks. The latest impasse has been over Russia's proposal for control of inspection by a " Troika " (one West, one Communist and one Neutral representative).

In the U.N. General Assembly debate in **New York** on Bizerta last week, 66 out of 99 countries voted for a resolution critical of France. None voted against it. Thirty abstained, and three, including France, were absent. (See also picture on page 335.)

## GREAT BRITAIN

At the Trades Union Congress at **Portsmouth** next week, the overriding subject is expected to be the recommendation of the T.U.C. General Council that the Electrical Trades Union be expelled. Early this week it was not known whether debate would be affected by the threat of legal action by the E.T.U. leaders, who declared that as their appeal from the High Court was still impending the T.U.C. might be in danger of contempt of court. (In a historic judgement at the end of June, Mr. Justice Winn found that officials of the Communist-dominated E.T.U. had conspired to prevent the election of Mr. J. T. Byrne as General Secretary.) No union of the size of the E.T.U., with its 240,000 members, has been expelled from the T.U.C. during its ninety-three years of history.

Other important matters due to be discussed at Portsmouth include the Chancellor of the Exchequer's proposals for long-term economic planning and the Common Market. Regarding the former, the T.U.C. leaders had a stormy interview with Mr. Selwyn Lloyd last week. On the question of the Common Market a supplement to the T.U.C. Annual Report approved in principle the Government's decision to open negotiations.

In **Middlesbrough** last week twenty-four people were sent to prison after the rioting there during the previous weekend. General opinion was that the cause of the mob violence was not so much feeling against coloured inhabitants as " sheer hooliganism."

Up to last Monday morning, there were still no traces of Goya's portrait of the Duke of Wellington, which had disappeared in the most mysterious circumstances from its easel in the National Gallery in **London** a week previously. The portrait had been bought for £140,000.

## AFRICA

The leadership of the Algerian " Provisional Government " changed last weekend. Mr. Ferhat Abbas, the elder statesman of the F.L.N. (National Liberation Front), was replaced by Mr. Ben Youssef Ben Khedda, aged thirty-seven, reputed to be a militant nationalist. A number of other changes, resulting in a reshuffle of the Cabinet, were also announced. They were the result of secret meetings in **Tripoli** of the Supreme Council of the Algerian Revolution. Official circles in Paris believed that the changes heralded a tougher line by the F.L.N. in achieving independence from France, following the breakdown of the negotiations at Evian and Lugrin earlier this year.

Mr. Kenneth Kaunda, leader of the Northern Rhodesian African Nationalists, speaking in **London** last weekend, renewed his campaign against the new constitution for the Protectorate. He was supported by Sir John Moffat, leader of the Northern Rhodesian Liberal Party and Minister for National Resources. Both leaders were in Britain to attend the Tensions in Development conference, which opened in Oxford last Monday. Sir John Moffat said that the disorders in Northern Rhodesia would end in a week if the changes were made.

In Congo, the tension between the Central Government of **Leopoldville** and President Tshombe of Katanga continued apparently unabated, despite the fact that Katanga deputies and Senators had been attending the National Parliament in Leopoldville. According to the Katanga Government, the United Nations demanded, under threat of force, that President Tshombe fly to the Congolese capital for talks with the Central Government Premier, Mr. Adoula. Mr. Conor Cruise O'Brien, the U.N. representative, said the Katanga statement was " silly nonsense." Later, it was reported U.N. troops took over strategic centres in the Province and disarmed European officers in the Katanga gendarmerie. The Central Government had issued a decree calling for the expulsion of all European military personnel serving in Katanga.

## FAR EAST

In the cholera epidemic in **Hong Kong** ten people had died up to last Monday and the number of confirmed cases was eighty-two. Outbreaks of the disease were also reported from Manila, Macao and the Kwantung Province of Southern China.

" A full and frank exchange of views " on a merger between Malaya and Singapore took place in **Kuala Lumpur** between the Prime Ministers of the two countries, Tunku Abdul Rahman and Mr. Lee Yuan Kew. This merger, likely to come into operation in 1963, is a part of the proposal for a " Greater Malaysia," taking in North Borneo, Brunei and Sarawak. (Tunku Abdul Rahman's view on Greater Malaysia was reported in " The Voice of the Commonwealth " in *The Sphere* of July 29.)

Residents of Hong Kong queue in hundreds to receive anti-cholera injections at one of the medical centres

## LATIN AMERICA

President Janio Quadros of Brazil announced his resignation in **Brasilia** on August 25, after only seven months in office. He claimed to have been defeated by " forces of reaction." Senhor Quadros had been attacked by a former supporter, Senhor Carlos Lacerda, Governor of Guanabara State, for seeking to strengthen the powers of the Presidency. Senhor Lacerda had also criticised the President's proposal for a possible resumption of diplomatic relations with Russia and his recent decoration of Ernesto " Che " Guevara, the Cuban Economic Minister, while on a visit to Brazil. Last weekend the country was in a state of uncertainty, awaiting the return of Vice-President Joao Goulart, who had been in the Far East.

From **Chile** came reports that the authorities had broken a " leftish, subversive plot " which had been launched from a headquarters in the Andes Mountains. Earlier President Alessandri Rodriguez had announced a reorganisation of his Cabinet in an attempt to counter a wave of strikes.

# BERLIN CHALLENGE

Tension continued to mount steadily in Berlin from the beginning of last week. When the East Germans imposed further restriction on Western travel into the East Sector and mounted a parade of several thousand members of the Communist " Combat Militia," the three Western Commanders called out some 1,000 troops to " ensure the security of the Sector borders." Major General Rohan Delacombe, G.O.C. Berlin (British Sector), ordered a number of defence exercises, sending his men to guard vital points such as power stations which would have to be held in the event of Communist attacks. The Americans were also engaged in schemes of training which were indicative of the gravity of the situation. Day and night, Allied soldiers patrolled the frontiers. Unarmed military parties were still allowed to pass into East Berlin via the Friederichstrasse, although on one occasion they were held up for an hour at the check point.

On Thursday, Russia added to the crisis by challenging the right of the Western powers to access by air to Berlin. A note from Moscow claimed that the air-corridor agreement of 1945 was only " temporary " and intended for supplying military garrisons in Berlin. Now, alleged Moscow, the West was violating the agreement by flying in " revanchists, extremists, saboteurs and spies." Reaction in the Western capitals was immediate and firm. Russia was informed in a " solemn warning " that interference with the free access to Berlin would be regarded as " an aggressive act."

A column of East German troops on the way to the Brandenburg Gate is halted outside Berlin Cathedral

Major-General Delacombe on the East-West frontier

Sergeant Harris and Private Evans of the Welch Regiment guard a power station during an exercise

Men of an East German unit with their armoured vehicles take part in a

An American tank points its gun down the Friederichstrasse to the Sector boundary. This was the only crossing point permitted to foreigners by the East Germans last week

exercise in the Marx-Engels Platz

A helicopter assists gas-masked American troops in a riot exercise. The " rioters " are also American soldiers

**JOHN CONNELL**

# WHEN IS A CRISIS NOT A MUDDLE?

We are living, and have for years been living, in an epoch of stupendous muddle. In our more pompous moments (which are pretty numerous) we call it an epoch of grave and complex issues, and of a clash between two ways of life. We also use, heavily and frequently, the word " crisis." There is something at once dramatic and impersonal about a crisis; there is nothing very dignified about a muddle. It is a homely, nannyish word, and it shows us all up as silly, messy brats, fumbling with toys which we do not know how to use properly.

Would it not be of some small help if we talked and wrote consistently about the Berlin muddle instead of the Berlin crisis? We might be able, by this slight but significant change in our ritual incantations, to avoid some of the grosser mistakes which we made when we blundered into World War II. We were in the most depressing muddle in 1938-39. We are in an even more depressing muddle in 1961. The mess into which, supposedly adult and civilised though we are, we continue to get our affairs from time to time has now, as in 1938-39, become almost inextricable. It is as irritating as it is ironic to think that somewhere at the bottom of it all are the Germans, squealing, wriggling, squabbling, giving one another sharp nips in the behind, yelling for help, biting every hand that comes to their assistance, and maintaining a steady ululation of self-pity.

Dr. Adenauer, the West German Chancellor, with the Mayor of West Berlin, Herr Willy Brandt

It is at present highly unfashionable to say an unkind word about the Germans; but I believe that a little salt and vinegar are urgently required after Vice-President Johnson's visit to Germany. Have we never had braver allies than the citizens of West Berlin? The Vice-President's remarks there may have seemed to be politically expedient; but they made gruesome reading.

They were the result of muddled feeling and muddled thought; as was the decision to send 1,500 American infantrymen bowling along the autobahn to Berlin, bowed with smiles through the Soviet checkposts, and announcing in combative tones that they were ready for anything. For a P.O.W. camp? There is no need for the Russians to drop an atomic-bomb. All they have to do is to tie the string across the top of the bag. There are twenty-two Russian divisions in Eastern Germany. Berlin is no fortress now; it is not even a salient; it is a trap. Its utter vulnerability is the Russians' strength, of which (despite a heartening display of muddle on their side too) they are quite conscious. President Kennedy said last week: " there are some difficult weeks and months ahead." I think it would be easier to deal with the difficulties if we had in the West some leadership, some unity, and a co-ordinated plan.

A slow muddle is disagreeable enough; but in the matter of Berlin the demon, who has long been in charge of that city's destiny, has his foot hard down on the accelerator. We are therefore flurried as well as baffled. By the latter part of last week all the talk, in the West, was of negotiation—well, nearly all the talk, for President de Gaulle was preserving one of his more chilling silences. What are we going to negotiate about? Mr. Khrushchev knows perfectly well. He wants a radical change in the relationship between Germany (East and West) and her former conquerors; and this change will be entirely to the advantage of the Soviet Union and its European satellites. It will also be a considerable smack in the eye for the Chinese Communists. Mr. Khrushchev has much to gain, and very little to lose, by keeping resolutely to the terms for negotiation which he has proposed. We in the West, as Lord Home made quite clear some time ago, are in favour of the *status quo*, which in my opinion is not a status but a wobble. We are afraid of being pushed; Mr. Khrushchev would like to push us as far and as hard as he can. We seem likely to fulfil his wishes. There is a good deal of rather bleak pith in the French view that any precipitate attempt to seek negotiations while the Soviet Union and its partners continue to be provocative can only be interpreted as a sign of jumpy nerves; in the obvious reluctance of the French to join in the display of nerves; and in their insistence that if we take the initiative in negotiation, on the Berlin issue alone, while the Communists are still on the offensive, we shall be faced with the stark alternatives of capitulation or war.

The corollary, which even the French are too tactful to mention, is that we shall capitulate. That is why Vice-President Johnson's rhodomontade, though in considerably better taste than Mr. Khrushchev's oratory, was futile as well as silly. We shall not enjoy capitulating, we shall be very, very sorry about it, our dish of humble pie will be outsize but, if the only alternative is war, then capitulate we must. The effects will be manifestly unpleasant. The fundamental cause of this, as of almost every other major political disaster, is not man's wickedness (though, as the German record showed from 1933 to 1945, there is a great deal of original sin to be reckoned with, even in dreamy, romantic old buffers, and young buffers, who read Goethe and listen to Wagner), but his wellnigh incurable muddleheadedness; and muddleheadedness breeds timidity.

Here is a curious and puzzling paradox. Why is it that in democracies men who, in their private lives have notable qualities of soul, heart and mind, when they become political leaders take on all the attributes of scared sheep? President Kennedy, Mr. Macmillan and Dr. Adenauer (to say nothing of their cohorts of colleagues and advisers) are all men who have proved their courage and their intellectual ability over and over again. They are, as individuals, of outstanding calibre, worthy of the highest respect and admiration. But as statesmen they have muddled themselves—and us—into a most ignoble mess. Our plight, seen from our side, is not the result of deliberate machinations; I doubt whether it has even been very carefully planned by the Russians on their side. All that Mr. Khrushchev has had to do is to exploit the Western Powers' follies. Of these he has been supplied with a platterful. Our consciences are spotless, but in the practical operation of *macht politik* (which, after all, is Mr. Khrushchev's profession, for which he was trained for years, and which he pursues with zest) we are all thumbs.

In the time that has elapsed since the East German Government decided to divide Berlin as thoroughly and as unpleasantly as Jerusalem has been divided since 1948, the Communists have scored victory after victory, and our Western total so far is nil. The barbed wire has been supplemented by a wall; the crossing-points have been reduced to a minimum and the restrictions on crossing made many and complicated; border areas have been cleared of their inhabitants; and tanks squat, glowering sombrely at one another, in side streets on both sides of the wall. At present shots and blows are few, insults are countless. We in the West give every appearance of being (to quote a speech out of the ghostly 1930's) " decided only to be undecided, resolved to be irresolute, adamant for drift, solid for fluidity, all-powerful for impotence."

An artist's impression of the proposed bridge running from a point near Calais to Dover, at a height of 330 ft. above sea-level. It would be twenty-one miles long

A model of the car terminal at the French end of the Channel bridge, which would have five traffic lanes

# BRIDGING THE CHANNEL

The Ministry of Transport announced last week that talks were being arranged between Britain and France on the possibility of building a bridge or tunnel across the Channel. The talks would probably be on an official rather than ministerial level; they mark an important step forward in the protracted campaigning for such a Channel link. It is the first time the question has reached Government level. The initiative for this move came from the French Government, but their official statement referred merely to a fixed installation, without stating any preference for a bridge or tunnel. A French study group, headed by M. Jules Moch, former Minister of the Interior, has completed detailed plans for a twenty-one-mile-long bridge, costing about £200,000,000, which could carry over 5,000 vehicles an hour. Average toll charges for a car would be £6 10s. The study group is financed by the Union Routière, representing French road and motor interests. In competition with the proponents of a bridge are the interests favouring a tunnel. The Channel Tunnel Study Group submitted over a year ago detailed plans for a twin railway tunnel, costing approximately £130,000,000.

b

A giant stack of horseshoes is an unusual feature of the smithy of George Flinders, of Scarrington, near Nottingham. It was begun in 1946 and the blacksmith estimates it contains about 35,000 horseshoes. But the pile is unlikely to grow much bigger. There are few farm horses left to be shod and blacksmiths today spend most of their time repairing farm machinery

Enjoying the sunshine of a day in late August—some of the thousands of holidaymakers at Blackpool. Despite t

# A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

GOVERNMENT AND ITS "PUBLIC RELATIONS." Honesty is the best policy, especially when the truth can be quickly and easily ascertained by an inquirer. Honesty, no doubt, is the policy of all British Governments. As related to our nationalised industries, it is a particular policy of the present Government that the very best available men should be drawn away from private industry to use their unique powers to pull the nationalised chestnuts out of the fire. Hence Dr. Beeching, Mr. Shirley, Mr. Williams and Sir Philip Warter are brought in at combined salaries of £50,000 a year. The meaning of money was always a closed book to me, never more so than now. It may be that it would not have been plain honest to defer the announcement of the new appointments to the key posts on the British Transport Commission for a week or two, although the wage claims of the lower paid workers—the National Union of Railwaymen—were due to begin a hearing the very next week. It would certainly have been plain common sense. The salaries offered may well be by no means above the deserts of the chosen men, as big industries regard salaries in our present lunatic economy. But that these salaries would instantly raise comparisons among the lower paid workers was a foregone conclusion, at a time when 90 per cent. of the workers are being enjoined to patriotism and restraint in wage claims. Mr. Macmillan's Government—like all Governments—is reasonably open to criticism. No criticism, it seems to me, is so reasonably charged against it as its inability to see the certain and immediate consequences of many of its actions. Its public relations appear to be clumsily handled. From its surtax reliefs for tycoons onwards, it has lately given the appearance, perhaps quite undeservedly, of favouring the upper crust in every field and of urging on the vast majority of those workers on whom our survival and revival depends a patriotic restraint which is not designed to apply to the leaders in those fields. If that is not an example of clumsy public relations, I do not know where to look for one. I am all for honesty in government, but a little common sense, common prudence and some indication of a common sacrifice would not be amiss in a Government whose policy it is to plead for a pause in money-grubbing.

**Right:** This year's Christmas card in aid of the Sunshine Fund for Blind Babies and Children has been designed by Carl Toms, well known as an interior decorator and as a stage designer. The supplies of the card can be obtained from the Royal National Institute for the Blind, Great Portland Street, London

CLOSING THE FACILITIES. It seems that the experiment of maintaining approved schools as "open" institutions has failed. The eighth report of the Home Office Children's Department appears to admit it. Since the last hopeful report, the small proportion of juvenile delinquents judged intractable has sharply risen, and so has the number who abscond and immediately revert to crime. People living in the neighbourhood of such "open" institutions did not exaggerate their anxieties. So the regulations are to be tightened up and the "facilities" are to be closed to the unruly element that both abscond and begin crime again and by their example induce the less intractable to go the same road. The theorists and humanitarians inside and outside the Home Office must feel great disappointment over the pessimism of the report. Some will argue that the pay is not sufficient to attract the best teaching staff, that putting these juveniles on their honour is still the best and only practicable way of reformation and that the psychiatrists have not yet had time to work their miracles on the "patients'" minds. Moreover, if the experiment were allowed to continue, the claim that all crime is neurosis and needs only adequate attention by mental specialists for a complete cure could be established. The Home Office and besotted old die-hards alike blame the parents who have abandoned responsibility for bringing up their children as decent citizens. The most crusty old shellbacks still pin their faith on the birch, and even Mr. Butler must be wondering whether some of his theories on crime and cure have put the clock forward—or back. Obstinate certainty that one is right is not confined to die-hards.

BINGO. When the poet Keats was mentioned in a civil law action, it is said the presiding judge asked the time-honoured academic and judicial question: "What *are* Keats?" For my part, the word "Bingo" has long been sadly familiar, for I lost the whole of my blood money after World War I in a gold mine in Canada called Bingo. But I did not know what modern Bingo was until it had become a national craze in a matter of

weather, the resort seems as popular as ever

A contrasting holiday—visitors relax in the sunshine on the cliffs overlooking Sidmouth, on the coast of South Devon

weeks and had begun to raise serious problems in our social and industrial life. It seems to be dear old " housey-housey " rechristened. Some say it is already the salvation of deserted cinema palaces and damnation to industry and housewifery. Our Government, by gradual steps, decided to tolerate gambling, provided it promoted national saving as well and did not encourage the common man to risk more than he could reasonably afford. Hence Premium Bonds, which preserve our capital and give us a 1,000-1 chance of an occasional dividend. Hence, also, toleration for little flutters in a *worthy* cause. Bingo has, incredibly quickly, grown up to the size of a national problem, with the Church thundering in the lead, and industry and the Government wondering when to join in. Our affluent society does not present a very pretty picture, and our Tory Government pants behind the latest crazes and money-making dodges, always out-distanced and usually taken by surprise. I find it hard to condemn the Bingo craze out of hand. I cannot understand how to fill up a pools form. I am not one of the lucky owners of Premium Bonds. I think I could come to understand the business of " housey-housey," and I feel no sympathy at all for a paternal Government which charges me 5s. 2d. for an ounce of honest tobacco, worth perhaps 1s. and formerly retailed at 4½d. Somehow or other, I must find the means to pay for this fairly innocent vice, and some form of gambling is the only means offered.

GOODBYE SUMMER. I fear it is goodbye summer, unless the Indian variety obliges or St. Luke remembers. Autumn has come too soon. Before we say goodbye to summer, let us praise it. If it was not a 1959, it was better than most. If it produced only a couple of warm nights when it was pleasant to dine out of doors, it gave us a lot of sunshine, tempered with cooling winds, and it washed out fewer open-air fixtures than many summers I can recall. But now the sombre signs of autumn are increasingly felt. The leaves are turning and falling. Our pre-breakfast stroll on the " upland lawn " brushes aside the dew and the cobwebs. We draw the curtains after dinner and need a wood fire again. Although it is sadly too early to think of fireside recreations or to look forward to the autumn spate of new books. All too soon the B.B.C. reminds us that the flannelled fools are giving place to the muddied oafs, and every TV set is busy showing us footballers at exercise or football pundits airing their views on players and the chances of League and Cup Final triumphs. It is sombre to reflect that when those triumphs are finally accomplished, we may be in May again on the threshold of another summer! Each to his taste, of course. The B.B.C. is a " party line " and we must not be selfish; but nine months (the uncomfortable period of gestation) is a long time to devote to half the nation's chief recreation, football (not that I should welcome a sixth Test Match. We've had enough). Still, there are compensations when the days draw in. Already, the roads are emptier of traffic, the queues are shorter, the jams fewer. The caravans are wending homeward, the beaches are being purged of cartons and bikinis, and inland some of the greasy paper is rotting into the soil and disintegrating under the whins, though the bottles and tins will remain. We have, I suppose, much to be thankful for at all seasons of the year. It is only a criticised minority which positively looks forward to September 1 and November 1 as red-letter days in sport.

Carol Newton, aged seven, riding Tommie, was the winner of the *Farm and Country* Cup, presented by the directors of *Farm and Country* for the best performance by a farmer's child in the Holiday Pony Classes at the Ponies of Britain annual summer show at Peterborough

LABELLING OUR RIVERS. I subscribe to the plea of Mr. Spolton in a letter to the *Daily Telegraph* that where our roads cross a river, as opposed to a stream, the name of the river should be sign-posted on the road bridge. Every village today is labelled; Britain possesses a great number of rivers of sufficient importance to figure on a small-scale map. Some of them lie in a narrow compass, and in their windings are crossed and recrossed in a short run. Avon and Test, Itchen and Kennet, with other worthy satellites, may be bridged several times in a short circular tour of Hampshire. Since the names of many of our rivers are duplicated or confusing in their derivation from some root word signifying " water," the labelling of them would not only add interest to the dreary business of driving along our roads but would teach us a little geography while we wait. They are for the most part pretty names, too, and lovers of poetry, history or fishing would all be cheered by the memories which the names evoke. I think they are beginning to see the force of the idea farther north.

THE OLD STAGER

Press-ganged into the service of the Royal Navy, Billy Budd is rowed from his merchant ship towards the man-of-war *Avenger*

Claggart, the Master at Arms (Robert Ryan), and Captain Vere (Peter Ustinov)

Two of the ship's officers are played by John Neville and Paul Rogers

## ENTERTAINMENT

# BILLY BUDD

*On location off the coast of Spain*

Life in the Royal Navy in the early years of the Napoleonic Wars, when the sailor's life was extraordinarily arduous, forms the background to a British film, largely shot off the coast of Spain. Moving spirit of the Allied Artists' picture is Peter Ustinov. He has adapted his play version of Herman Melville's famous story, is directing the film, and is playing the role of the literary-minded Captain Vere. Much of the classic sea story was based on happenings in the Royal Navy at a time when mutinies showed the unrest of sailors at the conditions of their life. Billy Budd is press-ganged into service on board the *Avenger*. There he comes into violent conflict with the Master-at-Arms, Claggart. His youth and popularity clash with the pride and brutality of Claggart and the explosive situation ends in tragedy. Playing the role of Billy Budd is a young, almost unknown British actor, Terence Stamp. Work on the film is now going on at the A.B.C. studios at Elstree. It will be seen in London early next year.

The *Avenger*'s crew are lined up to witness a public flogging. **Right:** Captain Vere reads the funeral service over a dead seaman

Aboard the merchantman *Rights of Man* sailors anxiously await the press-gang from the *Avenger*. The year is 1797

Billy Budd (Terence Stamp), left, smiles at his shipmates, played by Melvyn Douglas, Ray MacAnnally, Robert Brown and Ronald Lewis. **Right:** Billy with a sailor (Melvyn Douglas)

# THE VOICE OF THE COMMON

## INDIA

It was significant that the burden of Prime Minister Nehru's Independence Day message to the nation this year was the urgent need for forging inviolable unity within India. The same note was struck by Vice-President Radhakrishnan. The leaders of India seem to fear that internal tensions may jeopardise the country's plans and prospects for the future. Near-explosive situations exist in the Punjab, in the Nagaland in the North East and in Uttar Pradesh. These three areas are strategically important. The Punjab borders on Pakistan on one hand and Kashmir on the other. Uttar Pradesh has common boundary lines with Nepal and China. Nagaland is separated from the Chinese border by not more than 100 miles. Unity within is vital for meeting external challenges in these areas.

Though Portugal is no neighbour of India, yet Goa poses complex political problems. The social and psychological integration of India into a well-knit unit will be impossible without the liquidation of this pocket of Portuguese imperialism. Mr. Nehru, in the course of a debate on foreign affairs in parliament, did not rule out the use of force for the liberation of Goa. The other two erstwhile Portuguese possessions in India, Dadra and Nagar Haveli, have been finally integrated into the Indian Union by an Act of Parliament.

Minority problems raise their ugly heads time and again on the Indian scene. Religious and linguistic differences often tax tempers. Against this backdrop of internal discontent and external danger, Mr. Nehru's Independence Day message has an added significance:

> The peoples have to build not a Hindu Society, Muslim nor Sikh Society, but an Indian Society. Anything that injures the unity of the country or comes in its way in the garb of religion or caste must be shoved aside.

The new United Kingdom Diplomatic Enclosure has recently been completed in New Delhi. It includes a large office block, four blocks of flats, five houses for senior staff, a sick bay, a swimming-pool and a recreational building. The purpose of the Enclosure is to bring together most of the High Commission's staff who, previously, were scattered in accommodation throughout the Indian capital. In the enclosure which covers twenty-five acres, all the new buildings are air conditioned. The central water-cooling/heating plant was supplied by York Shipley, Ltd., of London and was installed by Air Conditioning Corporation Ltd., the York distributor in India

Mr. Nehru was happy that Dadra and Nagar Haveli—parts of the Indian organism—had come back into the Indian Union. He said:

> We are not only happy but have also this thought that some other small parts (Goa, Daman, and Diu) will also be integrated one day with India. We have no desire to annex other people's territory. We do not mean to extend our frontier at other people's expense. But we must have what is ours.
>
> India will strive in her own way for the integration of the remaining pockets under Portuguese rule. The era of extending a nation's frontiers has gone. But we will brook no interference in our affairs either. We do not wish to attack anybody but at the same time we will not tolerate any attack on ourselves. When the new sun is rising in India, it behoves us all to remain on the right path, forge unity, defend our freedom and work for the prosperity of the nation.

The message was a stirring one and had a ring of urgency about it. It came at a time when the Sikh leader, Tara Singh, had resorted to a "fast unto death" to gain his objective of a Sikh majority state within the Indian Union. Two Hindu holy men were trying to outdo Tara Singh at his own game.

Nehru and his Cabinet colleagues seem to have made up their minds not to be a party to the re-drawing of the boundaries of Indian States on religious or linguistic bases any more. The Chief Ministers' conference in New Delhi also agreed that any concession to separatist tendencies was likely to prove harmful. The conference made a significant suggestion to preserve the country's unity. It recommended that English should remain the official language of the country side by side with Hindi, for an indefinite period.

This is a constructive step. The intelligentsia have welcomed it. It will be some time before Hindi will develop enough dynamism and vocabulary to take the place of English. In the present fluid state of Indian social structure it is imperative that no step must be taken which may lead to a consciousness of separateness amongst the people. Unity is the crying need of the day. Mr. Nehru was right in stressing this in his Independence Day message.

## GHANA

The recent opening of a new £2,500,000 fishing harbour at Tema—the first to be constructed in Ghana solely for the use of fishing vessels—marks a new era in Ghana's fishing industry. Tema fishing harbour was planned as part of the main harbour development project at Tema to serve as a base for a modern fishing industry which provides cold storage, marketing and processing facilities.

The fishing harbour can accommodate vessels between 130 ft. and 180 ft. in length. These vessels are capable of fishing as far as 2,000 miles away, and in order to preserve and process their catches, a cold store with a capacity of 4,500 tons will be constructed at the western side of the industrial area behind the harbour. A temporary cold store of 1,000-ton capacity is at present in use and work on the main building will begin very soon, that is, as soon as the piling now in progress has been completed. Provision has been made for a large building which will house a boatyard in which wooden vessels up to 70 ft. in length and steel vessels up to 150 ft. in length will be constructed. To provide adequate marketing facilities a large wholesale market will be established through which all fish will pass before going either to the consumer or to the cold store or to the cannery, to be set up for the processing of the large catches of tuna and sardinella which are expected to be netted.

The Government, in conjunction with Star-Kist International of America, last year carried out a survey into the tuna resources of the Guinea Gulf and the results showed that economic catches of tuna fish could be obtained using modern purse-seiners. Star-Kist International have now been operating for nine months from Tema fishing harbour and are continuing to fish with considerable success. Depending on the success of these vessels and the known resources of the Guinea Gulf, the Government ordered from the United Kingdom six modern fishing vessels to form the nucleus of a long-range fishing fleet. Each of these vessels is 130 ft. in length and is designed to carry the maximum capacity of fish in the best condition while ensuring the comfort of the crews and the efficient operation of the vessel.

The Agricultural Development Corporation is playing an important part in the development of the fishing industry by operating charter loans schemes for fishermen for both motor fishing vessels and outboard motors used on canoes. In addition, they are developing wholesale fish markets at all the main fishing harbours and through their distribution organisation fresh fish is transported from the coast to various places in the hinterland as far as Tamale. These developments enable the fish to be sold at reasonable prices.

To maintain the pace of development of the fishing industry, it is necessary to have trained personnel to operate the vessels, and carry out repairs. A school has therefore been planned to operate in conjunction with the Ghana Nautical College for the training of fishermen and engine-room personnel. The school will be situated close to the fishing harbour and will house a radio station enabling communication with the fishing fleet at sea. The building will also house a laboratory to investigate the problems which will arise from the expansion of the fishing industry.

*The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"*

# WEALTH

*Mr. Nehru on the need for Indian unity; a new era in Ghana's fishing industry; Dr. Azikiwe expounds the future of Pan-Africanism*

On his departure from London to return to Nigeria, Dr. Azikiwe, the Governor-General of Nigeria, is bidden goodbye by Dr. Okpara, the Premier of Eastern Nigeria

Preceded by the Sword Bearer and the Serjeant-at-Arms of the City of London, Sir Bernard Waley-Cohen, Lord Mayor of London, and Alderman Jensen, Lord Mayor of Sydney, enter the Town Hall in the capital of New South Wales. The ceremony took place during Sir Bernard's recent visit to Australia. He arrived last week in New Zealand. From there Sir Bernard will go on to Malaya, Singapore and Hong Kong, before he returns home by way of Bangkok and Rangoon in the middle of this month

## NIGERIA

Great interest has been aroused in Nigeria by the address which Dr. Azikiwe, Governor-General of the Federation, made in London during his recent visit to Britain. He was speaking under the auspices of the Committee of African Organisations. Dr. Azikiwe's subject was "The Future of Pan-Africanism." He sketched in the historical background of the Pan-African idea from the first slaves, who went back to Sierra Leone from the U.S.A. in the early nineteenth century, to the evolution of the colonial federations. "Whilst European nations may be rightly accused of Balkanising Africa in the nineteenth century, yet they have atoned for it by federating many African countries which are now being Balkanised by African nationalists on the attainment of independence." The roots of Pan-Africanism were largely racial, said Dr. Azikiwe, but today it could not be restricted to racial factors.

The inhabitants of the African Continent were not racially homogeneous, added the Governor-General. Other problems facing Pan-Africanism included the existence of various linguistic groups, the activities of the Pan-Arab League and the Islamic Confederation which cut across African unity, and the vestigial attachments of African states to their former colonial rulers. These ties were deep-rooted with many advantages, but they raised, among other things, the question of military alliances, which would have to be severed in the event of Pan-Africanism.

As to the future, Dr. Azikiwe submitted that the "African Leviathan" might be in the form of a federation or a confederation, but it should be a concert of African states with proper units of administration. These should be organised on the basis of the U.N., with a Pan-African Court of International Justice and a Pan-African Secretariat. There should be a Convention on Economic Co-operation to declare a customs union between all signatories. "When the Republics of Ghana and Upper Volta removed customs barriers between the two countries recently, it was a forward step towards African unity." A common market with a common currency could bring political unity nearer. This Convention should make possible a regional road authority, a trans-African railway system, a Pan-African airways and a telecommunications authority. The members of the group should also promulgate an African Convention on Collective Security which should make provision for a multilateral pact of mutual defence and an African High Command. This Convention should postulate a doctrine of non-intervention in Africa.

Finally, there should be an African Convention on Human Rights, as an earnest of belief in the rule of law, democracy as a way of life, and respect for individual freedom and human dignity. Dr. Azikiwe, while not ignoring the differences between the Monrovia and Casablanca Conferences, preferred to stress their positive sides. Here, for the first time, all the sovereign states of Africa but two had agreed to co-operate, particularly in the economic field, that a greater Africa might emerge as a world force.

Sir Bernard Waley-Cohen inspects a model of the new Sydney Opera House which is now under construction. With him are Alderman Jensen (right), Lord Mayor of Sydney, and Mr. S. Haviland, the Chairman of the Sydney Opera House Committee. While he was in Sydney, the Lord Mayor of London visited the site on Bennelong Point, the eastern extremity of Sydney cove, on which the Opera House is being built

The Indian Navy aircraft carrier *Yikrant* arrives for an eight-week stay

# VALLETTA VISITORS

As the headquarters of the British Mediterranean Fleet and of Nato Mediterranean Command, Malta naturally sees constant activity in Valletta Grand Harbour. Among important visitors recently was the light cruiser U.S.S. *Springfield*. She is the guided missile flagship of Vice-Admiral D. L. Macdonald, who was in Malta for talks with the new British C.-in-C. in the Mediterranean, Vice-Admiral Sir Douglas E. Holland-Martin. Towards the end of August another major fighting ship, the Indian Navy aircraft carrier *Vikrant*, reached Malta for an extended stay. She is the former H.M.S. *Hercules*. After she was acquired by India she was modernised and refitted by Harland and Wolff of Belfast. Also in the Mediterranean at the moment are the cruisers H.M.S. *Lion*, H.M.S. *Tiger*, and Great Britain's experimental guided missile warship, H.M.S. *Girdle Ness*.

**Right:** The Norwegian tanker *Storstadt* undergoes repairs in the No. 4 dry dock of Bailey (Malta) Ltd. **Below:** The U.S.S. *Springfield* enters harbour

One of the salmon pools of the Caragh river in County Kerry. There is also trout fishing in the pool and in the four miles of Caragh Lake. The mountains in the background are known as Macgillycuddy's Reeks

# ANGLERS' IRELAND

*Written and illustrated by Victor Coverley-Price*

If you mention Ireland in the presence of a keen angler, you must be prepared to listen to a lot of fishing stories. For a very long time angling has been one of Ireland's chief attractions. But fifty years ago, when the journey from London to one of the remoter corners of Ireland was a great deal more tedious than it is today, a fishing holiday in Ireland was a luxury connoting wealth and leisure beyond the reach of the average mortal. Although the lucky few who enjoyed this indulgence were apt to emphasize the hardships, they could not pretend that the catching of a salmon in Irish waters had not been worthwhile. As soon as possible they went back again.

Ireland is like that: once you have been there, you long to return. Nowadays you can, with little difficulty, take your own car, or you can fly there in a short time and hire one on arrival. You can stay in a comfortable hotel—or use a caravan or a tent if you prefer it—and your choice of a fishing ground is not restricted by the limitations of a jaunting-car. If you have not been there before, perhaps the chief difficulty is to decide where to go. The Irish Tourist Board can supply information that will make your mouth water, but if you would be spared the dilemma of choosing among many delightful possibilities, you need only ask a friend about his own particular paradise.

When I first went to Ireland I headed for Connemara: not to fish, but to sketch. Everyone said "You must see Connemara." I agree that it is one of the most beautiful parts of the country, but there are others as lovely. It is not necessary to start right over in the west. The Slaney in the south-east is one of the best salmon and trout rivers, and the visitor who crosses from Fishguard to Rosslare arrives close to its estuary. The fishing naturally varies according to the season and, in choosing your water, it is important to find out where the best fishing is to be had at the time of your visit. The whole country is divided into 17 Fishery Districts and licences are necessary for salmon and sea trout. Although, in the legal sense, there is no free fishing in fresh water, there are numerous places where the owners do not exclude anglers, and permission is freely given.

For much of its course the Slaney is a lovely river, and its alternating pools and rapids, and occasional old bridges, provide attractive subjects for the artist. It seems indeed that the favourite haunts of anglers are generally picturesque. Most of my sketches of Irish landscape were made at places where the fishing is good. Angling, like sketching, is one of the best of all recreations. It can be pursued in solitude, essentially in lovely surroundings. Ireland is fortunate in having so many lakes, rivers and bays where an astonishingly wide variety of fish can be taken: almost anything from sprats to sharks.

**Right:** Near Dunfanaghy, on the shore of Sheep Haven, a wide bay in the north of County Donegal. The area boasts good sea fishing and there are several lakes holding brown trout in the neighbourhood

Sea angling is growing in popularity and there is an Irish Federation of Sea Anglers, with numerous affiliated clubs. There is plenty of room for good sport along the 3,000 miles of indented coastline. Bass can be caught, from mid-April until the end of October, along the south and parts of the west coast, and there are also grey mullet, sea trout and many other species. Among the best fishing grounds in Europe are the Ling Rocks, off Kinsale, where the Bandon river, famous for salmon and trout, reaches the sea. All necessary information concerning tides, seasons, tackle, the use of boats and so on can be readily obtained from the authorities concerned.

*(Continued on following pages)*

An angler casts for trout in Lough Cloon, one of the lakes in the south-west part of Ireland.

# ANGLERS' IRELAND

*(Continued from previous page)*

There are many good centres in each of the fishery districts, but only very few of them can be mentioned here. The choice of a centre must depend on the taste of the individual angler, on the kind of fishing that he prefers, and on the season. If he has the use of a car, several lakes and rivers will be within reach, wherever he may have elected to stay. If he goes to one of the areas that are renowned for their beauty, he cannot fail to have a delightful holiday, provided that the weather is reasonably kind. A day of alternating showers and sunshine reveals the full charm of the Irish landscape, with shadows chasing one another over the blue mountains and the loughs passing through varied moods.

Recently, on my way to the west, I camped beside the river Nore in County Kilkenny and found several attractive subjects to sketch. The Nore, like the Slaney, is one of the best rivers for salmon in the spring. Other famous salmon rivers are the Boyne, the Suir and the Munster Blackwater. The largest salmon ever caught with rod and line in Ireland, weighing 57 lb., was taken in the Suir. I crossed this river a few miles beyond the historic Rock of Cashel and I saw the Blackwater on the border of County Kerry.

My destination was Caragh Lake, and I can think of no more delightful region, both for the artist and for the angler. There is good salmon fishing in the short Upper Caragh river and brown trout are plentiful in some of the other lakes in the district. It is mountainous country and Lough Acoose is dominated by Carrantuohill (3,414 ft.), the highest summit in Ireland.

The whole of this south-west corner of the country, where the peninsulas extend like fingers into the Atlantic, abounds in lovely scenery and in good centres for sea- and fresh-water anglers. As an artist, I am tempted to compare the region with other beautiful parts of the country, such as Connemara with the Twelve Bens, and County Donegal with its rugged coastline, but each has a distinctive—and attractive—character of its own. In Connemara most of the fisheries are preserved, but a good deal of water is owned by hotels. One of the most famous salmon fisheries in the country is on the Corrib river near Galway.

On the way to Donegal I passed through Bundoran, an important angling centre on the Bay of Donegal, where there is good sea fishing. Bundoran is within easy reach of numerous rivers and lakes. When I reached Inver on Eany Water I was so struck by the beauty of that river that I decided to stay to sketch for a few days. I pitched my tent at a secluded spot near the shore of Donegal Bay and from there explored along the coast. Later I stayed at other places on the north coast and visited Malin Head, the northernmost point of Ireland.

I had been told that Donegal is one of the loveliest counties of Ireland and it came fully up to my expectations. The fishing is excellent and the scenery, on those May days of glorious sunshine, was as impressive as anything that I have seen in Europe. One is inclined to think of the Atlantic as a grey and stormy ocean, but from Bloody Foreland, Malin Head and many other points I saw it as calm and blue as the Mediterranean. I had a feeling of remoteness in this corner of Ireland, where sometimes the only signs of life were scattered sheep on a steep hillside or three or four lonely figures cutting and stacking peat.

But there are considerable areas under cultivation and it was a pleasant surprise, to one who remembers how picturesque were the teams of horses that used to draw the ploughs in England before the days of noisy tractors, to see once again horses at work in the fields. The landscape of Donegal is full of subjects for pictures: a solitary angler casting from brown rocks; the rugged cliffs plunging to the blue sea; a group of white-washed, thatched cottages and a peasant woman carrying a basket of peat along a narrow road winding into the blue hills. When, on my return home, I showed my sketch of Lackagh Bridge to a keen angler in the village where I live, he described how, quite recently, he had landed trout at that very spot.

Anglers who already know Irish waters may perhaps be reminded, by the few sketches reproduced on these pages, of some favourite haunt where they have spent happy hours with a rod. If others feel inclined to spend an angling holiday in Ireland, they would be well advised to obtain a copy of *The Angler's Guide to Ireland.* This comprehensive little book will start them off in the best direction. As Izaak Walton wrote: " God never did make a more calm, quiet, innocent recreation than angling."

**Below:** Eany Water flows into Inver Bay, an inlet of Donegal Bay, where there is good sea angling. Salmon and trout are found in the two tributaries, Eanymore and Eanybeg, which join to form Eany Water

Lough Acoose, in the mountains of County Kerry, one of the many lakes in the area holding brown trout. Background are Macgillycuddy's Reeks. The tallest peak, Carrantuohill (3,414 ft.), is the highest in Ireland

**Left:** Doe Castle overlooks a sea inlet near Creeslough, County Donegal. It was owned in the sixteenth century by the MacSuibhe family and was often attacked by northern rivals of the family

The old bridge over the Lackagh river. The level of the water rises and falls with the tide. It is a favourite haunt for anglers after salmon or trout

**Below:** Another old bridge, over the Slaney river, which rises in County Wicklow and flows to Wexford Harbour. It is one of Ireland's famous salmon rivers. Trout are found in the main stream and the tributaries

BRIAN VESEY-FITZGERALD

# CARDIGANSHIRE IS ALOOF

Cardiganshire was once the kingdom of Ceredig and was called Ceredigion. It still seems to have something of the character of a small kingdom. Parts of it are well known and much visited, at any rate in summer. Aberystwyth is a popular resort, and on any day between May and September you are likely to hear more Midland accents than Welsh voices at Devil's Bridge. But away from that famous beauty spot, away from the resorts of Aberystwyth and Borth, Cardiganshire is aloof and old-world, cut off from the main stream of life; even from the main stream of Welsh life. For the Welsh themselves recognise the separateness of Cardiganshire and its people, calling the latter " Cardies," a distinction which they accord to the people of no other county. Cardiganshire is very much " Welsh Wales " with Welsh the natural speech of its inhabitants. It is, very definitely, the most " abroad " part of Britain.

It is a maritime county with a long and attractive, but not easily approached, coastline. Once it was very much larger than it is now. Cardigan Bay itself is shallow for a considerable way out from the present shoreline, and there seems to be no doubt that the sea now covers what was once a great tract of fertile land, and that the inundation occurred within fairly recent times. Welsh folklore contains many legends of this sort of thing: in North Wales Llys Helig, for example, and in Cardiganshire the story of Cantref y Gwaelod, the land that is now Cardigan Bay.

This legend is pretty precise. Cantref y Gwaelod is said to have been overwhelmed by the sea in 520 A.D., and its loss to have forced Prince Gwyddno and his subjects to emigrate to the wild region of Snowdon. Maybe this is just legend. I would not care to vouch for the date, anyway. But I do not think so. Signs of submerged buildings and roads may be seen to this day between Cardigan Head and the Dovey estuary.

What was left of the county is made up of two quite different types of country: a comparatively narrow belt of fertile land running almost the length of the coastline and, inland, a great mass of high and inhospitable moorland, spreading out from the huge boss of Plynlimmon. These wild moorlands are scarcely known at all. The tourist sticks to the main road and hurries across them, perhaps a little fearful that he may break down so obviously far from help. In any case there are here none of the attractions which draw tourists: only the ruins of one great abbey, no great castles, no fine churches, no historic houses, apart from Hafod, which is a ruin. Nothing but scenery and almost too much of that. The tourists rush through, leaving the few villages unspoiled and the wild moorland to the sheep.

It is this great tract of high moorland, able to support only mountain sheep, which has given to Cardiganshire its reputation as a poor county. I suppose that really it is. But many a fortune has been made out of Cardiganshire, and particularly out of Cardigan lead. The mineral wealth of the county was considerable, and lead was mined from Roman times to the present century, though it is so no longer. But there were two sides to lead-mining. It produced fortunes for the few and employment for many more, but it impoverished the county.

An early nineteenth-century writer had this to say of the mining: " It is a curse and not a blessing; the mines enrich a person or two in an age and entail poverty on hundreds for generations to come. The waters from the mines spread sterility over the adjoining fields, and kill all the fish in the rivers." That was true enough. The water from the mines was poisonous, and the pollution continued long after they shut down. Only in the last twenty years or so has it ceased to affect the animal and vegetable life in some of the streams.

But if Cardiganshire is poor materially, it has been immeasurably rich spiritually. Despite the age in which we live, it still is. You see this in any number of ways: in the readiness to help one's neighbour—it is no uncommon thing for a group of neighbours to subscribe in cash to a neighbour who has had a run of ill-luck ; in the Cardiganshire wedding ceremonies, which brought gifts, and perhaps still do, from everyone in the neighbourhood; in the astonishing amounts of money which are raised in the small towns and villages for hospitals and charities; in the way small isolated villages had schools, long before there was cheap, popular education, supported by the villagers and giving a sound classical education—it used to be said that half the parsons in Wales were Cardies; in the amazing and wonderful way in which small struggling communities have built their own Bethels and maintained the pastor of their choice, all unaided.

Oddly enough, the coastline is also virtually unknown. Admittedly, in the north of the county, some of it is uninteresting; flat and marshy. But, to the south of Aberystwyth, there are cliffs and little bays, and in almost every bay, good sands, rocks and pools, unspoiled villages with pleasant whitewashed cottages, and little towns—Baeraeron, New Quay, Cardigan—which were busy ports a hundred years ago. They are not yet seaside resorts, because the main north-south road runs a little inland, and there are no railways.

They are still towns of character; market towns with the aspect of ports. Cardigan (Aberteifi, pronounced to rhyme with " ivy," is the Welsh name) lies at the mouth of one of the most beautiful rivers in the British Isles. The towns are focal points for the life of the neighbourhood, each highly individual and alike only in that you will not find their like anywhere else in Britain.

Near New Quay, on the unspoilt coast of Cardiganshire

Why write about all this now? Because, if you wish to see it, you must hurry up. We live in the twentieth century, the most materialistic age since the declining years of the Roman Empire, and all this cannot last much longer. Sooner rather than later, the process has already begun, the Cardiganshire coast will be " discovered ": the beaches will be crowded, someone will think of a holiday camp, of a fun fair. No one can stay the march of " progress." Coastal Cardiganshire will find prosperity: and lose its soul.

But the interior cannot be touched by the march of material progress. They may widen the one main road across the moorland a little here and there, but that is about all that can be done. If the land remains inviolate, so will the way of life which it has fostered, spiritually and scholastically. In such isolated places, even the " telly " cannot take the place of the book.

Putting on the eighth green, which has a base of solid rock

## BRITAIN'S GREAT GOLF CLUBS

# MOORTOWN

One of five courses on the northern fringe of Leeds, the club is set in moorland surroundings about five miles from the city. The 6,700-yard-long course, with its natural hazards of heather, gorse and streams, was (in 1929) the scene of the first Ryder Cup match to be played in this country and was the venue of the English Amateur Championships just before the war. Founded in 1908, the course has been reconstructed to some extent in recent years. The present course record of 66 is held jointly by Max Faulkner, the Ryder Cup player, and Malcolm Lee, the English Amateur International. Distinctive holes are the 180-yard-long eighth, named Gibraltar, because its sloping green has a base of solid rock, and the 418-yard-long thirteenth hole. Much of the charm of the course is derived from the springiness of the peat-based fairways. Standard Scratch Score is 73.

Mr. E. S. Booth; Mr. J. A. Sykes, the president; Mr. J. H. Holmes; Mr. R. J. Hardy and Mr. E. L. Parker

Mr. A. Turner (left), vice-captain, and Mr. G. C. Hodgson (far right), captain, with two famous visitors, Neil Harvey and Richie Benaud, of the Australian cricket team

Mrs. M. Eley, former ladies' captain; Mr. G. Eley, vice-president; Mrs. I. Learmonth, ladies captain; and Mr. R. Learmonth, chairman. **Centre:** Oliver Wynn, the professional, gives instruction to Mr. H. Marriner in front of the clubhouse. **Right:** Mr. E. Clayton watches as Mr. J. Utley drives from the fourth tee

GABOR DENES

# YACHTING

The success of the first International Daily Express Offshore Powerboat Race enabled Max Aitken, whose foresight and imagination was the motive power behind the whole promotion, to declare afterwards that it was to become an annual event. This must be good news for all those who have put so much effort into it to make it a success. It is also good news for those entrants who failed to complete the course and in some cases failed to leave the starting line. Such failures were inevitable, for this race had no precedent in British waters, and the weather conditions made it as hard a test as it can ever be. In such a race competitors face many imponderable hazards.

The firm favourite, the man who had the greatest experience and the greatest number of successes in other waters, Sam Griffith of the U.S. in his *Glass Moppie*, was out of the race due to mechanical trouble soon after the start. Others failed to make it because the weather was too much for them or their craft or their power units. The pounding to which men and machines were subjected exceeded the imagination of most of us. *Thunderbolt*, in which Tom Sopwith won the race, spent much of her time over the course high in the air. She was seen to jump as high as 10 ft. above the confused waves. Often the shore could be clearly seen, looking under her hull from the deck of one of the escorting naval craft.

The experience of this race cannot fail to have a great influence in making the design of hulls and engines, and all that goes with them, more efficient in seaworthiness, speed and reliability. Ray Hunt the American designer with the greatest experience, whose hulls filled the first four places of the finishing order, will gain as well as the designers and constructors of the craft which fared not so well. It remains to be seen whether outboard motors or twin-hulled craft are fit for such tests at the present state of their development. None of these were able to stand the pace. The answer to these and many other problems can be found in continued racing.

The only thing that was well-nigh perfect was the organisation of the complicated event. There were no complaints about this at all, only praise. At the Imperial Hotel, Torquay, was the control room for the multiple lines of telephone and wireless communications between the many shore stations, escort craft at sea, and loudspeakers installed at many resorts. These gave a continuous running commentary of the race to the thousands of spectators in the various resorts. A beehive of telephones and switchboards, microphones and typewriters, it was most efficient and a most thrilling place to be in during the race. As the flashes of news trickled in at the various stages the overall picture built up, and was conveyed to the public. (Many of the spectators could see very little.) The air was full of tension and excitement, crowned by the sight of the boats gliding to a halt after crossing the finishing line outside the control room.

Looking back at Cowes Week and the other important events of the sailing season for ocean racing cruising yachts, Charles A. Nicholson must feel a great deal of satisfaction. The principal designer member of the firm of Camper and Nicholsons, nephew of that other great designer C. E. Nicholson, his designs have collected an impressive number of prizes. Camper and Nicholsons' boats took fourteen first prizes, nine seconds and seven thirds. The most outstanding of these is *Fedalah*, owned by Norman Wates and built in 1951. She was the winner of the Britannia Cup for the second time running with four firsts. *Jolina III* and *Volante* had three firsts each. *Angelique*, *Sardonyx*, *Sunmaid*, and *Debonnaire II* gained one each.

*Quiver III* (S. H. R. Clarke), at the start of the 1961 Fastnet Race, in which she was second overall and winner of Class II. She is one of a number of triumphs this season for designer Charles A. Nicholson

The Dutch winner of the Fastnet race, W. N. H. van der Vorm's *Zwerver*

*Franda*, the motor-sailer designed by Laurent Giles, on her trials in the Solent

# SAILING AT PORTSMOUTH

*Marabu*, a 26-ton racing ketch owned by the Royal Navy, heels over in a stiff breeze in Portsmouth harbour. The ketch was carrying a party of young members of sailing clubs from all over Britain. They were taking part in the Royal Navy's Cadet Sailing week at H.M.S. *Excellent*, Whale Island. **Below:** In choppy seas the young sailing enthusiasts take part in a race for Cadet Class Dinghies in the harbour. Besides the races, there were lectures in sailing and practical instruction from naval experts

# THE CASE OF RUTLAND

Motorists entering Rutland pass the county's battle slogan against it being merged with Leicestershire

The smallest administrative county in England, Rutland, has become a *cause célèbre* in recent months. At issue is whether the county should be merged with Leicestershire as proposed in a report submitted to the Minister of Housing and Local Government, Mr. Henry Brooke. This is the final report on the East Midlands review area by the Local Government Commission. The main proposals in it are that two new administrative counties should be created, by combining Cambridgeshire with the Isle of Ely and Huntingdonshire with the Soke of Peterborough, that Luton should be given county borough status, and that Leicestershire and Rutland should amalgamate. In the next months, the Minister will consider comments on the proposals, and since it is clear that there are many objections to them public inquiries will be held at a later date.

According to Sir Kenneth Ruddle, chairman of Rutland County Council and leader of the county's struggle to remain independent, the Rutland campaign committee is prepared to carry the fight as far as the House of Lords if necessary. Already changes have been made in the Local Government Commission's proposals—in the draft it was suggested that Ketton rural district should be separated from the rest of Rutland in the amalgamation. Now the proposal is that all Rutland might well form a single county district inside "Leicestershire and Rutland."

Lady Ruddle; Sir Kenneth Ruddle, Chairman of Rutland County Council; and Mr. A. Bond, Clerk of the Council. **Right:** Putting up one of the posters in the campaign to keep Rutland independent

One of the stones marking the County boundary between Rutland and Leicestershire

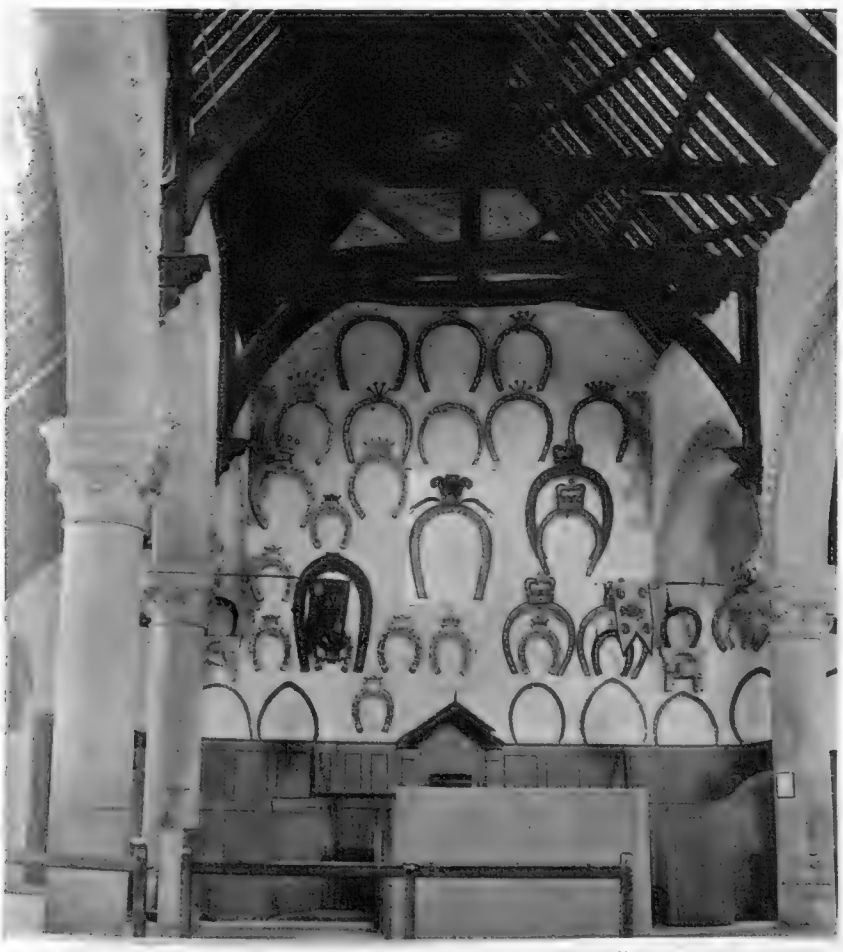
Catmose House, Oakham, headquarters of the County Council, is a former home of Sir Gerard Noel.

In brief, the Commission's case for the amalgamation is that Rutland has a population of only 25,000, less than half that required by a district council before it may exercise delegated powers as of right in the education, health and welfare services. The county, thus, cannot provide the range and standard of services expected now and in the future. It is dependent on other authorities for almost all its further education, for all grammar school places, for provision for handicapped children, for specialist advice in health and welfare and for nearly all mental health provision. Its fire service is provided by Leicestershire, as are its library books. In short the present local government organisation is not economic, nor fully effective.

Answering this case, Rutland County Council assert that they are maintaining, and will maintain, a full range of services. Further because Rutland is a small community, the present administration has a personal character. This is more important than "cold efficiency." Lastly the great majority of ratepayers do not want the change.

Rutland is still predominantly rural in character and is sparsely populated. Its economy is dominated by relatively large farms

...ston, one of the county's villages. **Right:** Mr. Bond and Mr. Brian Kennedy, the county architect, outside the recently completed extensions to Oakham Secondary School

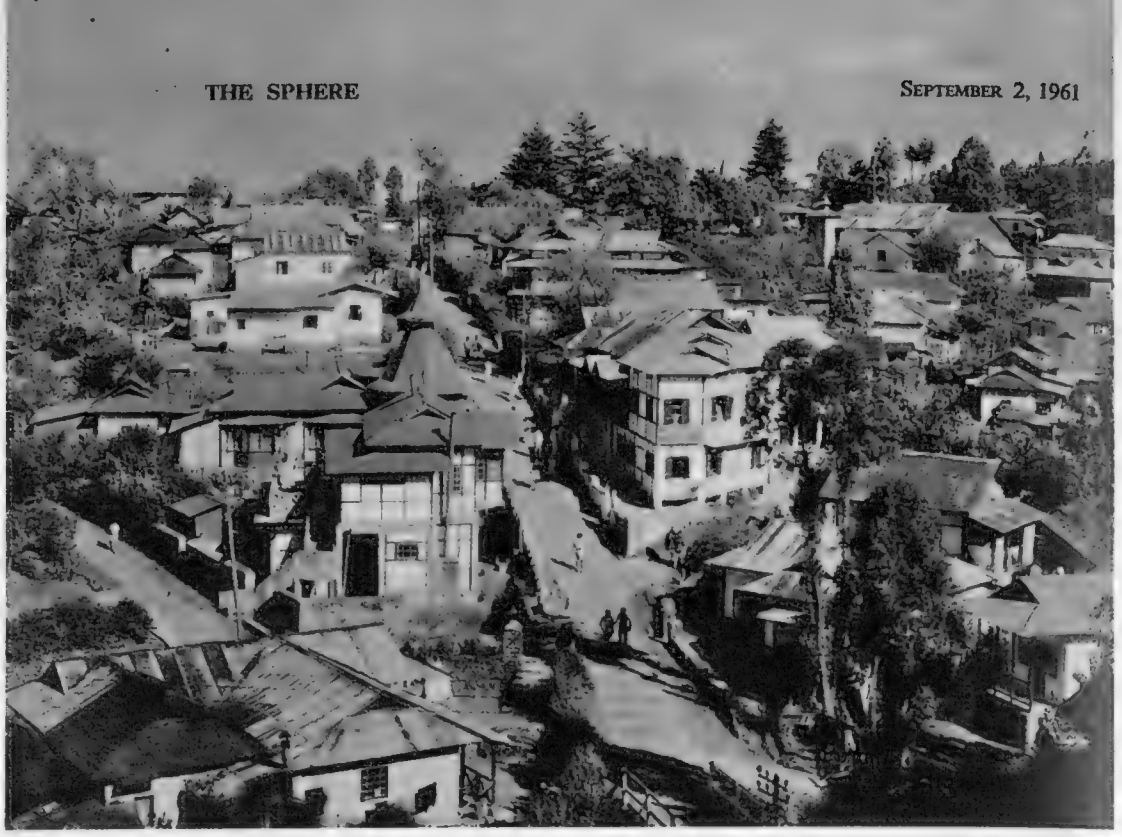


Assizes are held in Oakham Castle. The horseshoes are paid as forfeits by Monarchs and Peers passing through Oakham for the first time. **Right:** The new county library

**TRAVEL**

# MAGICAL ASSAM

By **GORDON COOPER**



The picturesque roof tops of Shillong, capital of Assam and a well-known hill-station

Assam, the easternmost part of India, piercing into the Himalayan mountains like the head of a huge arrow, has long been known as Kamakhya, the magic land. Although few travellers visit this far realm, it can be recommended to those who tire of the heat, dust and noise of large cities. For in Assam anyone seeking tranquillity will find it among the pine forests and rolling downs of the countryside. The more adventurous can search for the primitive life of the tribesmen in the North-East Frontier Agency or among the Nagas in the south. Not least of the attractions in this Shangri-La is a more varied flora and fauna than in any other part of the peninsula.

It was to see the Kazaringa Game Reserve, renowned for its rare and interesting one-horn rhinoceros, that I went by overnight train from Siliguri (the railway junction for Darjeeling) to Pandu, where I crossed the mighty Brahmaputra by ferry to arrive at Gauhati, ancient Pragjyotishpur—" Light of the East " —capital of many kings and gateway of Assam. At Gauhati there are small hotels, also a Government rest-house. This town, by the way, as well as some other centres in the province, can be reached by regular air services from Calcutta.

There is little of tourist interest in Gauhati, with the exception of the nearby Kamakshya Temple, which is visited by thousands of pilgrims from all over India, and from which there is a fine panoramic view. But, easily reached, is Shillong and its neighbourhood—the " Scotland of the East "—which is a well-known hill-station, as well as being the capital of Assam. It is a pleasant town, with a picturesque golf links; and an unusual excursion brings you to Cherrapunji, 33 miles away, known as the world's rainiest place where the average rainfall is 500 ins. per year. But it does not rain torrents all the time, and in the dry season the villagers have to go far out in search of their daily supply of water.

Another unusual excursion from Gauhati (also from Jorhat) is to Majuli, in the Brahmaputra—the biggest river-island in the world, 56 miles long and 10 miles wide—where there are several interesting monasteries. There dwell the Gosains, a cult of priests so holy they may not set foot on the ground and Brahmans must sweep and wash for them. In Sylhet district grows the longest-stalked, most rapid-thrusting variety of rice known to man, attaining a height of 20 ft. and capable of lifting itself 6 ins. a day when floods force it to keep its head above water.

From Gauhati I travelled by road to Kazaringa through fields, forests and tea-estates, and across rivers spanned by bridges, some of which are modern and beautiful and others ancient and massive. We passed through several small towns, refreshing ourselves with excellent cups of tea, to arrive at the Kazaringa Rest House, pleasantly situated on the edge of the game sanctuary. For me, this had been an absorbing journey.

November to April are the best months to visit Kazaringa. From the rest house I motored to an inspection bungalow inside the reserve. Here at 6.30 a.m. I mounted the trained elephant " Raibahadur," and for two hours held grimly on. But I was able to view quite a number of the unique rhino amid the dense reeds and long grass. The total number of these rhinos in Kazaringa is estimated at 250. They do not use their horns in defence or attack, but use their teeth. The two tushes in the lower jaw are very sharp.

I did not see any of the reserve's wild elephants, but I did encounter: many other types of game: buffalo and deer (various kinds) being notable. Tiger and leopard are rarely seen, likewise the Indian bison. Other mammals include a few Himalayan bears, Indian jungle cats, jackals, otters, crab-eating mongoose, etc.

Kazaringa abounds in a large variety of water and other birds, some of the more interesting ones being the Bengal florican, the spotted-billed pelican, the smaller adjutant stork, the black-necked stork, white-necked stork and open-billed stork. Purple heron, Indian darter (or snake bird), cormorant and little egret are among the birds I saw. Cattle egret and jungle mynah are found in company with rhinos and buffaloes. Swamp partridge are seen everywhere. Jungle fowl and kaleej pheasants are found in the forest. Green pigeons are sometimes seen; also many species of duck. In the streams of the reserve are many kinds of fish and reptiles, the two most commonly encountered are pythons and monitor lizards—both quite harmless. Crocodiles are rarely found.

Despite the intense interest of my elephant ride—the charge per trip being Rs. 8 (12s.)—I was glad to descend, returning to the rest house for lunch, after which I motored to Jorhat, to join the plane for Calcutta. From this city it would be feasible to make a two-day excursion to Kazaringa. The use of elephants is restricted between 11 a.m. and 2 p.m. in winter, and you are not allowed to enter the sanctuary on foot. Thus you must stay there overnight. But it is an experience not to be missed, as well as being different from the usual Indian sightseeing itinerary.

Assam well merits further exploration. From the India Tourist Office (28, Cockspur Street, S.W.1) you can get informative brochures, while in Assam there is a most helpful Tourist Information Officer in Gauhati and a Directorate of Tourism in Shillong.

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In the travel feature about tours in the United Arab Republic and the Middle East in the issue of *The Sphere* of August 12, there was, unfortunately, an omission in the list of travel agencies at the end of the article. The list should have read:

Incon Tours, 21, Grange Road, Ealing. 14-day tour of Egypt, from £175.

The Oliver Tours, 7, Cromwell Road, London, S.W.7. 18-day tour of Egypt, from 178 gns.

## MORE FACILITIES FOR THE TRAVELLER

The Channel Air Bridge has been successful in obtaining a licence to operate a car-ferry service from Southend to Basle and Geneva, which they are planning to start in 1962 with the new four-engined Corvair. Proposed fares and rates have been announced, which for cars, at any rate, look very attractive. They range from £14 return for a car 11 ft. long to £50 for a car over 16 ft. 6 ins. long on the service to Basle, and from £17 return to £53 return on the service to Geneva. From Basle, Venice is only a long day's run, 397 miles away, and from Geneva, if you are prepared for a strenuous drive, the Costa Brava is only 419 miles away.

Air fares within Europe are to be increased by 5 per cent. on November 1, 1961. This increase will apply to first and tourist class, as well as excursion tickets.

A special twenty-three days' excursion fare of £105 return has been announced by B.E.A. for the period January 1, 1962, to March 31, 1962, between London, Beirut, Cairo and Damascus. This should encourage more winter visitors to the U.A.R. and the Lebanon. Between November 1, 1961, and February 28, 1962, another cheap twenty-three days' excursion fare is available at £110 5s. return, between London and Tel Aviv.

Advance bookings are already being accepted for the special Christmas and New Year flights to Innsbruck arranged by Cunard-Eagle Airways, on Friday, December 22, and Wednesday, December 27.

It is good news that visitors to Britain who bring their own cars no longer need a carnet or triptyque. All that is necessary is to obtain a customs' temporary import permit which is filled in on entry, one half being retained by British Customs and the other returned to them by the motorist on leaving Britain.

The National Trust of Scotland are arranging an additional " Adventure " Cruise by the *M.S. Dunera* (12,615 tons) round Scotland, for £12 10s., over the week-end, September 21-25, 1961. This is planned for boys and girls of fourteen and upwards, travelling with parents or unaccompanied, to visit some of the remoter islands off the coast of Scotland, including the Summer Isles, St. Kilda, the Flannan Isles, North Rona, and Fair Isle. The charge is for dormitory accommodation. Berths in cabins can be arranged from £24 to £36.

The *Bretagne*, belonging to the Chandris Line, and sailing between Southampton and Australian ports, is now to be operated as a one-class tourist ship. Passengers booked in what were formerly first-class cabins will be charged at rates slightly higher than previous maximum tourist-class fares.

Hydrofoil services are now operating between Messina and Reggio di Calabria, Naples and Capri, Naples and Ischia and between Venice and Trieste. This new and very speedy form of transport, which is now being introduced in many places, including Greece, is best booked locally.

**W. D. C. C.**

The dining-room of the George Inn, Southwark. Wheel-backed Windsor chairs are at the tables and in front of the old stone fireplace is a brass fender

In a corner of the bar an early eighteenth-century clock hangs above the trapdoor to the cellar

**LONDON DINING-ROOMS**

# THE GEORGE, SOUTHWARK

*Drawings by Geoffrey S. Fletcher*

The buildings of the George, in Southwark, date from 1677, an earlier inn, at least 100 years old, having been destroyed by fire in the previous year. On the mantelpiece in the oak-panelled dining-room are a portrait of Charles Dickens and an engraving of his study in his home at Gad's Hill Place. In the glass-fronted corner cupboard, besides old pieces of pottery of the type usually found in parlours of old inns, there are figures of characters associated with Dickens. The George is alluded to in *Little Dorrit*. Another great author who must have known the George was Dr. Johnson. From the inn he would have taken the coach for Streatham where the Thrales lived. A year ago Princess Margaret was entertained at luncheon in the dining-room by the Bishop of Southwark. Downstairs, there can be no doubt about the age of the bar, for the level of the floor frequently varies. On the walls are old photographs and maps of the area, and old playbills, which include advertisements for entertainments given by strolling players at the George in the early years of the nineteenth century. The inn is now the property of the National Trust.

**BOOKS**

# THE AMERICAN SCENE

*A funny new book by Jean Kerr; memoirs of a madam; and this week's tally of fiction*

Does anyone want to laugh a little? Or a lot? I have found a book for them if they do. It is by Mrs. Jean Kerr who wrote *Please Don't Eat the Daisies*, and it consists of a series of parodies, loosely speaking which, I should add, Mrs. Kerr never does. Her pieces could never in military terms, be called attacks. Rather, they are strategical assessments of the situation and they are concerned with various aspects of suburban (American) living, the theatre and that vast, exhausting but on the whole rewarding field of The Child. One of her own children—she has a number of young sons—unwittingly supplied the title for her new book. He came back from school one day to announce, rather apathetically, that his class was putting on a play about Adam and Eve and that he had been cast as Adam. "I was mystified," writes Mrs. Kerr, who is, incidentally, wife of top drama critic Walter Kerr, "by his lack of enthusiasm and I said, 'You 're playing Adam? Why, that 's wonderful, that 's the *lead*!' 'Yeah,' he replied gloomily, 'but the *snake* has all the lines.'" THE SNAKE HAS ALL THE LINES (Heinemann. 10s. 6d.) is neither long nor impressive. It is just very, very funny.

THE ORDERLY DISORDERLY HOUSE (Souvenir Press. 21s.), on the other hand, is fairly long and if it *is* funny it is in a great, big, back-slapping way which almost makes one's teeth rattle. It is the autobiography, written with the help of Mr. Floyd Miller, of Carol Erwin, tersely and possibly correctly referred to as "a madam of the great wide-open West." Her experiences in running brothels are naturally unconventional but she has written, or talked, with considerable zest and the result is not unreadable. Just unpalatable.

JANET MARRINER (Jarrolds. 18s.) is the first of this week's novels; a thoughtful but far from sententious story about an attractive young woman who goes to a boys' school as one of the matrons and finds that her life has very little in common with the characters of *Young Woodley*. Mary Hamilton is the pen name the author has chosen and under this unexceptionable *nom-de-plume* she has achieved a story with a great deal of good sense about it, not a little imagination and a pleasantly fresh sense of characterisation. I hope that Mary Hamilton will not mind if I say that she writes like a thoroughly nice woman. A gifted one, too.

Mr. Angus Heriot's novel, PENELOPE'S WEB (Cassell. 16s.), has the considerable advantage of having been constructed for the purpose of defining a central character. In the process many other characters, subsidiary or vitally relevant, are examined as well but there is, happily for the reader, not a chapter in which the focus really shifts from the figure on which the book depends. This is a man whom the world would automatically label as a failure but who, nevertheless, possesses qualities of sensitivity, of intellectual, if not material, ambition and of a capacity for love which are something beyond the ordinary. Mr. Heriot tells this man's life story with wonderful compassion and with a talent which is surely developing year by year.

SAMMY DAVIS, JNR., the dynamic American singer and entertainer, has started a seven-week season at the Prince of Wales theatre, in London. His talents are complemented by a small supporting company

THE RUNAWAY (Michael Joseph. 12s. 6d.) is a first novel, and a touching one, by Miss Ruth Morris, a young Australian who knows and likes this country but, evidently, has an especial gift for conveying the atmosphere, colour and life of her own to a splendid degree. She has written about a little girl passed from relation to relation in the Australian outback, made to work there as indeed everyone must work if they are to avoid disaster or, in a more adult scheme, bouts of alcoholism. The girl finally harnesses up a sulky to the horse who is her best friend and sets out with the whole of Australia before her. Dauntless and, in Miss Morris' telling, very moving.

I cannot say that the next batch of novels has much that is enlivening about it except the simple and powerful fact that each of them is written with recourse to considerable talent, among which are sensitivity, appreciation of drama, poignancy, and candour. They also have the common factor of good writing. First of all then, Miss Jean Ross's novel, THE LAST AUGUST (Hutchinson. 16s.), which is concerned with a little girl of ten, the mother who rejects her, the baby brother and the flop-about father. As a kind of holiday project, though holiday is scarcely the word for it, this pathetic family goes to a caravan in a Cotswold village and there they are all drawn

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# FIGHTING FIGURES

*Biographies of outstanding men*

It may appear that a general these days has to fight more battles after his retirement than during his active military career. He enters the field of written reminiscences and immediately words whistle like bullets round his head. A general who did not publish his diaries was Lord Wavell. His death, in 1950, occurred before the tide of reassessment was flowing strongly his way. Bernard Fergusson's short memoir of this brilliant, controversial figure, WAVELL: PORTRAIT OF A SOLDIER (Collins. 12s. 6d.) is a warm, affectionate tribute which succeeds in a short compass in conveying the impression left by a magnetic personality. Bernard Fergusson was twenty-three, a subaltern in the Black Watch, when he became Wavell's A.D.C. His memories of a pre-war army, still using cavalry and riding over several counties in the summer manœuvres, give the book its distinctive flavour. After this period his friendship with Wavell, due to the hazards of posting, became intermittent. Nevertheless, Wavell, like his hero Allenby, emerges with credit from campaigns conducted against odds. Unlike Allenby, Wavell never had the chance to undertake a brilliant, major offensive with sufficient forces. At one time, while C.-in-C. Middle East he was conducting operations on four fronts simultaneously. From this short book, Wavell's outstanding qualities of perception, firmness, single-minded concentration, kindness and humour emerge with clarity.

The clash of strong personalities form the subject matter for the next two books. THE WHISTON MATTER (Rupert Hart-Davis. 21s.) is Ralph Arnold's cogent and highly readable account of a celebrated Victorian scandal. The Rev. Robert Whiston became headmaster of Rochester Cathedral Grammar School in the 1840's. He was a large, healthy, single-minded, muscular Christian. Almost immediately he became involved in a dispute with the Dean and Chapter of Rochester over the interpretation of their statutory obligations. It was his contention that scholars at the school were not being given enough financial assistance to meet the intentions of the Founder. From this mild beginning, the affair developed on Mr. Whiston's part into an attack on the Cathedral Establishment. Pamphlets were published, public subscriptions started, law actions dragged through the Courts of Chancery, and finally there was a full-scale hearing before the Bishop of Rochester. The politics of the Cathedral Close may have been high-minded. They were also vituperative. The Whiston Case provided material for Trollope's *The Warden*; indeed fiction in this instance is no more fascinating than fact. Ralph Arnold has assembled his materials with great skill. An easy fluent style makes his complicated subject matter readily understandable. But I shudder to think of the amount of solid, weighty, florid verbiage he must have waded through. When Mr. Whiston appeared before the Dean and Chapter, sitting in solemn state in the chapter-room at Rochester, to state his reasons why he should not be dismissed for publishing a pamphlet attacking certain Cathedral practices, he read aloud his protest, or Demurrer. It must have taken at least 1½ hours to get through.

Legal affairs in the U.S. are sometimes as slow as in Victorian England. A notorious instance was the case of Caryl Chessman, whose long years in Death Row aroused bitter controversy throughout the world. One of his defending counsel at the end was the criminal lawyer George T. Davis, an account of whose career and beliefs is given by Brad Williams in DUE PROCESS (Gollancz. 21s.). The author uses as the linking idea for his breakneck narrative, Mr. Davis's battle against capital punishment. The lawyer's willingness to fight for any defendant accused of first degree murder enables the author to give a digest, at times startling, of American courtroom tractics. Brad Williams writes with the slick skill of the top-rank American thriller writer and his book commands the same sort of compulsive attention.

Finally come two books about mountaineers. KARAKORAM (Hutchinson. 60s.) is Fosco Maraini's account of the Italian Alpine Club's successful climb in 1958 of the 26,000-ft. Gasherbrun IV. He also portrays the remote Karakoram and its inhabitants. His lavish book is magnificently illustrated. WHITE MOUNTAIN AND TAWNY PLAIN (Allen and Unwin. 28s.), by Günter Hauser, takes the mountaineer to the other side of the world. The author led a small expedition to climb virgin peaks in the Peruvian Andes. This story of a successful expedition, like Maraini's book, depicts the fascination of distant lands as well as the joy and hardship of climbing.

**Jolyon Wimhurst**

in to the equally strange life of their landlord's family. Not until the last pages of the book is there a ray of hope for the older child though, in the meantime, there have been gleams of compassion and kindness, always frustrated. In the Dickensian sense of showing the blackest side of a picture, this book may do considerable good; point out the cruelties which exist within a family—the cruelties of non-understanding—and help to eradicate some of the causes which lead to that dreadful situation.

ZOHARA (Secker and Warburg. 13s. 6d.) is a novel about Spain by Mr. Geoffrey Drayton, who knows the country well, and not only from the viewpoint of the cities or the architectural beauties. The setting he has chosen here is a village in which poverty and even destitution are commonplaces, and where a secret belief in witchcraft and the positive powers of evil may flourish. The atmosphere is conveyed in a masterly way but the superstition, the ignorance and the intolerance are almost obsessive in the life of the little community. There is much that is authentic here and little that is exaggerated. It makes painful reading, nevertheless.

Laura Del-Rivo has written a moving, though depressing novel about a young man living in a Notting Hill bed-sitter and fighting, as a positive enemy, the creeping onslaughts of boredom. This is, in my view, an admirable and valid theme and the author, who has had a certain experience, if not of boredom, at least of what Americans call transient life, has brought enormous force to her descriptions and to the working out of the man's destiny. THE FURNISHED ROOM (New Authors. 16s.) is an eye-opener of a book and a very honest one.

**Vernon Fane**

## VICTORIA'S PRIVATE LIFE

It is true (and very strange) that Queen Victoria of all our modern sovereigns has never had an officially appointed biographer, with every source of information put at his disposal, charged with the task of writing a definitive and full-dress political and personal biography of that great Queen. But innumerable nibbles have been made at that majestic cake and it is an outsize claim to make for QUEEN VICTORIA'S PRIVATE LIFE (Jarrolds. 21s.), by E. E. P. Tisdall, that " such a comprehensive study of her private life has never before been undertaken."

It is very much " the mixture as before"; it tells us all too little that is new. It repeats at disproportionate length all the well-worn old " scandals " concerning " Mrs. Melbourne " and " Mrs. Brown " and so on, and even if the author discounts them, as anyone reckoned sane must do, it is hard to see what he gains by re-hashing them. We know all that history needs to know of John Brown and the Munshi from Henry Ponsonby's letters, and Melbourne's relations with the young Queen have been definitively treated by serious historians.

Then, again, it is not mere petty criticism to say that the author of a unique and serious study of Victoria's private life should know the christian name of Melbourne and not mix him up with " Elia," and should at least correctly spell the name of the Court painter, Hayter, and make *one* lucky shot at spelling the name Aribert. It is no cavilling criticism to suggest that the truths of history are not served by reliance on a torn-up letter pinched by a Royal footman from a wastepaper basket, carefully pieced together, photostated and subsequently " mislaid " (and therefore incapable of reproduction now) as clear and sensational evidence of Victoria's " relations " with Brown. I am afraid that this serious study must be relegated to the rank of " what the butler saw"; key-hole history, to which Royal personages are exposed and which a section of the public thoroughly enjoy.

**John Gore**

In a scene from the new play at the St. Martin's, consternation is caused by one member of the Board fainting

## GUILTY PARTY

*at the St. Martin's Theatre*

The setting of George Ross's and Campbell Singer's new play is the world of big business. *Guilty Party* is about the embezzlement of £100,000 and a dramatic board meeting to find the real culprit. (The hero, David Newman, played by Donald Sinden, has suffered for six years, falsely accused of the crime.) Each of the directors has a reason for wanting the money and suspicion of each of them is kept up to the end. Like the authors' earlier play, *Any Other Business*, their latest " whodunit " is an ingeniously constructed layman's guide to sharp dealing in the boardroom.

Margaret Kingsley (Frances Rowe) meets Newman (Donald Sinden). **Right:** Newman with Schofield (Hugh Sinclair)

**LEADERS OF BRITISH INDUSTRY**

*Photographed by Tom Hustler*

# Lord Dudley Gordon

The chairman of Hadfields Ltd., the alloy steel makers and heavy engineers of Sheffield, Lord Dudley Gordon, LI.D., M.I.Mech.E., has had a long and varied career in the engineering industry. He was born in 1883, the second son of the Seventh Earl, and later first Marquess, of Aberdeen. After being educated at Cargifield, Edinburgh, and Harrow, he went to Hall Russell's shipyard at Aberdeen, where he served in various departments for three years. After a period with another engineering firm, he joined J. and E. Hall Ltd., where he again worked in the shipyards and on construction work on land. Appointed a director in 1910, he took charge of the Land Refrigeration section, becoming a managing director in 1912. During the First World War, he served in France and Belgium with the Gordon Highlanders, being awarded the D.S.O. and commanding the 8/10th Battalion. Subsequently he became chairman of J. and E. Hall in 1936, from which he retired last year. Lord Dudley was appointed a director of Hadfields in 1943, and chairman in 1945. He has held most top positions in the organisations of the engineering and refrigeration industries. Other posts include being a Governor of Harrow; chairman of the Bach Choir; member of the Grand Council, chairman of the Finance Committee, and past president of the Federation of British Industries; and a member of the executive committee of the British Iron and Steel Federation. He was a director of the Jacques Orchestra until it was wound up last year. Married, Lord Dudley lives at East Grinstead, Sussex. His hobbies are choral singing, golf, shooting and swimming.

# PROSPECTS FOR FARNBOROUGH

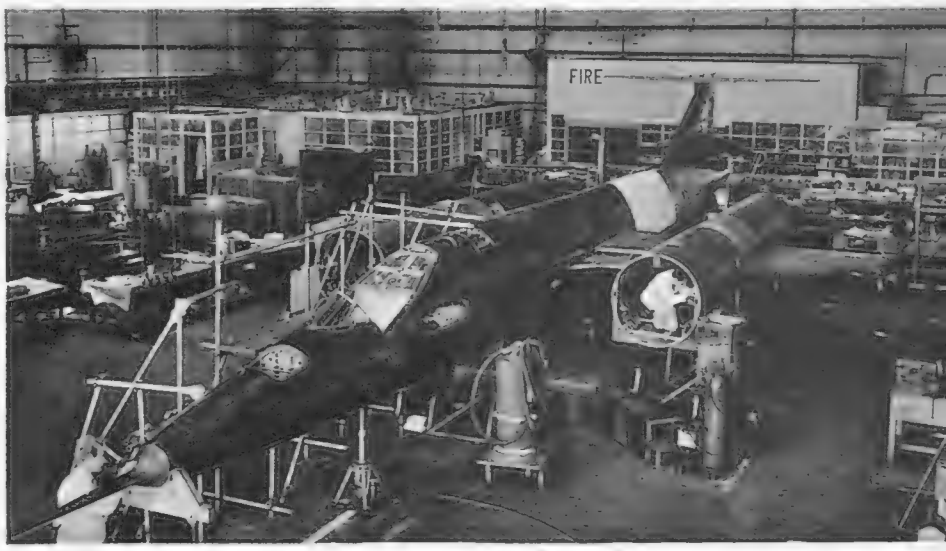
By "THE SPHERE" INDUSTRIAL CORRESPONDENT

A short time before the opening of the Farnborough Air Show at which the British aircraft industry annually shows off its wares to all the world's buyers, 1,800 workers at de Havilland's branch factory at Portsmouth were told that during the next twelve months they would become redundant. They were shocked, said their trade union spokesmen. The ordinary citizen may find it rather difficult to understand why; but then, this is only one of the things he finds it difficult to understand about this industry.

It was after Mr. Duncan Sandys' Defence White Paper of 1958 that the aircraft industry was first told that it would have to face a sharp reduction in size: at that time, people talked about shedding perhaps up to a half of its total manpower. Manned military aircraft, it was told, were fading out of the defence of the West; it must turn to other kinds of aerial weapon, put more of its work into the civil aircraft field, and for the rest look outside for its future business.

Not very much of this has come to pass. At its peak a few years ago, it employed nearly 350,000 people; today it employs nearly 300,000. Admittedly, a proportion of these are doing quite different things; but most of them are still in the aviation field in one way or another. This was partly the result of defence contracts that had still to run out; partly because some of the missiles that were to have replaced British aircraft were given to aircraft makers to manufacture (though

The first de Havilland Trident three-jet airliner is rolled out at Hatfield




The supersonic research Bristol 188 under construction at Bristol Aircraft's Filton works

some of these, in their turn, have been cancelled). It was partly through some slight second thoughts regarding just one or two more manned military aircraft for Britain; and partly because under a new dispensation the Government has gone on providing public money to develop civil aircraft and engines, though it looks at projects rather more frugally than it did. In one way and another, while subjected to very radical changes of structure and ownership, the British aircraft industry has not got much smaller; and redundancy even at a smallish branch factory still makes the pips squeak.

One kind of custom that is not employing much of this British industry, though it probably ought to be, is the purchasing of aircraft by military forces abroad. For some years after the war, Britain was a very substantial exporter of military aircraft to foreign air forces. Many of these were not the most advanced types; a large number of underdeveloped countries achieving independence, for example, were content to equip new forces with some of the early jet aircraft that in terms of Western defence were passing into obsolescence. But that first wave of buying was a once-for-all exercise; and when these countries came to buy fresh aircraft they, like longer-established air forces, were after the most advanced types they could get. (The Israeli and Egyptian air forces, for example, during the Suez affair, were operating Mystères and MIGs respectively.) And to the extent that Britain was ceasing to develop military aircraft for its own forces, it was in any case bereft of any steady succession of machines to go on offering to foreign buyers.

The prospective customers, however, were not only underdeveloped countries with relatively small air forces to equip. They included most of Britain's Nato allies, which were much less ready to abandon the manned aircraft in their defence programmes; and these together represented a combination of customers that any manufacturer might well find it worth taking considerable trouble to suit. But in the uncertainties of the last few years, aircraft manufacturers in this country have not been very willing to risk much of their money designing or adapting their own new weapons and equipment to West European requirements. Nor have they been ready to accept the likelihood that in future their sales to the other Nato countries are liable to be bits and pieces of aeroplanes rather than complete aircraft.

There need be nothing particularly depressing about that. Britain, basically because of Rolls-Royce, has long been the world's main exporter of aero-engines, for military as well as civil use. Nowadays other innards of a military aircraft, such as the radar and weapon control systems, are liable to make up considerably more than the cost of the airframe itself. This is particularly true of the kind of aircraft Nato forces have recently been buying—low-flying "strike" aircraft attacking too close to the ground for ordinary radar systems to pick them up.

Hawker Siddeley have a complete aircraft design in the vertical take-off jet fighter field, their P.1127; and the British Aircraft Corporation is developing the TSR.2, a strike fighter. So far as complete aircraft are concerned, there is strong opposition from the American Republic Aircraft Corporation, from Sud Aviation and Dassault, French companies.

But it seems likely that any successful design may have to be built partly under licence in Europe; equally, that if one of the foreign aircraft is chosen there may still be opportunities for the British defence electronics companies, at any rate, to contribute equipment to the successful contestant. It is not easy, certainly, to secure orders within the Common Market when one of the Six is competing; this is not simply politics, and may be for perfectly good commercial reasons. Even so, critics would argue that British manufacturers, concerning themselves simply with R.A.F. requirements, for which their development is financed by the British Government, and refusing to take any risks on "private ventures" for the Nato forces, are missing possibly larger rewards.

What of the civil aircraft market? Well, design studies for a supersonic civil aircraft continue, along with arguments about the size of the possible market; since the international conference on the subject in Canada this spring, designers and potential operators alike have been rather more cautious in considering the technical requirements and the time-table of developing such an airliner. The operators, flying the North Atlantic this year for the first time with their full jet fleet, have been reminded sharply that though traffic is still growing it will have to grow a good deal more before even these jets that they have are fully utilised and earning good profits. The incentive to make them obsolete and re-equip with aircraft of an entirely different order of cost is not quite as clamant as it may have seemed.

In the interim, various British airliners are under development and in production. The Vanguard and the VC.10, one flying and the other still to come, have not secured very large orders as yet. The de Havilland Trident and the Vickers 111, short-range pure jet aircraft that may possibly come in as a Viscount replacement when that highly successful turbo-prop plane is taken out of first-line service, seem perhaps more hopeful bets. But for the moment in the big jet field the Americans have an unquestioned superiority; and these—primarily the Boeing 707 and now 727, a smaller version—are gaining the biggest value of civil orders. Outside the main line of air transport, there are ideas stirring in this industry—for example, Mr. Peter Masefield's development of cheap executive aircraft in his Beagle group, and various developments in the freight aircraft field. But the industry's future still remains highly uncertain; and there is some danger that because its slump did not come as soon as was prophesied, its effects arriving belatedly might be the more damaging to morale.

# PROSPECTS FOR FARNBOROUGH

The Short SC.1 vertical take-off research aircraft hovers above the ground at the moment of transition from hovering to forward flight during a test at the Royal Aircraft Establishment, Bedford. It is one of the aircraft to be seen at Farnborough

The Handley Page H.P.115 at the R.A.E., Bedford, on the occasion of its first flight. Described by its makers as the slimmest delta-wing aircraft to be built, the H.P.115 is designed for research in the lower speed ranges for a supersonic airliner

**Above:** The Westland Rotodyne, the world's first vertical take-off airliner, is seen from the air during a test flight. Westland are carrying out flight tests with the prototype at the same time as designing a larger version capable of carrying sixty-five passengers

**Right:** A Westland Belvedere, a large twin-rotor helicopter, lifts a field gun during a military exercise. Specially designed to meet requirements as a troop and freight transport and other duties, the Belvedere is in production for the Royal Air Force

An English Electric T. Mark 4 two-seat combat trainer, with missile armament, takes off. In service with the R.A.F., the Lightning is capable of twice the speed of sound

This year's S.B.A.C. Flying Display and Exhibition at Farnborough takes place from September 4 to 10. From advance information it appears that the show promises to be at least as exciting as those in previous years. There will be a record number of 397 stands in the exhibition building, besides the equipment display and radar and guided weapons parks. In addition to the aircraft taking part in the displays by the Services, there are due to be twenty-five aircraft giving individual demonstrations. Various new aircraft are to make their bow, mainly from the Beagle group, which was formed less than a year ago. Under Mr. Peter Masefield, the managing director of British Executive and General Aviation Ltd., Beagle incorporates Beagle-Miles and Beagle Auster. The group is developing a range of business and light aircraft. It is hoped that some of Britain's most advanced aircraft will appear—including, for instance, the Bristol 188 supersonic research aircraft, the Hawker P.1127 VTOL strike aircraft, and the Handley Page H.P. 115 delta research model.

Right: The Beagle A.109 Airedale is a small, light executive and touring aircraft, with a normal cruising speed of 140 m.p.h. Standard price in Britain is under £5,000

A Handley Page Dart Herald during trials at an R.A.F. station in Suffolk. The tests were to assess the airliner's ability to take off from primitive landing strips

## INDUSTRY AND THE STOCK MARKET

# PROFIT AT LLOYD'S

By "THE SPHERE" CITY CORRESPONDENT

Lloyd's underwriters recently reported their largest profits for five years. Lloyd's account, which runs on a three-year basis, showed that for 1958 the underwriters earned £14,000,000, against £10,000,000 in 1957, and the largest total since £16,000,000 reported for 1954. Many distinguished individuals are " names " at Lloyd's. Last year there were 4,500 underwriters of marine and aviation risks, grouped in 166 syndicates. Non-marine insurance is grouped in ninety-two syndicates which represent 4,600 names. Lloyd's position in insurance is almost legendary: members will underwrite virtually any risks. Lloyd's earn profits before taking account of investment income, in sharp contrast with the insurance companies. Another contrast is that Lloyd's life insurance side is small, and a plan for expanding it was recently shelved. For 1958, the latest available year, Lloyd's premiums totalled £108,000,000 on marine account, £164,000,000 on other business (largely fire and accident) and some £30,000,000 on motor and aviation together. Investors cannot participate directly in Lloyd's profits. But over recent years a number of insurance broking firms have become public companies, so that investors can buy shares which do benefit from Lloyd's profits. Some merchant banks have also taken over insurance broking firms, so that these banks' earnings will also gain indirectly from Lloyd's profits.

One of these broking companies recently made public is Excess Insurance, whose shares were marketed on the London Stock Exchange in 1958. Against the original dealing price of 35s. these 10s. shares touched nearly £5 earlier this year—a reflection of investors' assessment of growth possibilities. Excess Insurance's investment income is rather larger than average at Lloyd's, reaching £355,000 last year against a transfer of just over £1,000,000 from underwriting accounts. Profits suffered a mild setback in 1958, falling from £122,000 to £97,000 net but have since recovered strongly, reaching £168,000 in 1960. Speaking earlier this year, Mr. C. T. Gould, the chairman, reported that the unclosed years (1959 and 1960) showed a further increase in premium income combined with an improved claim ratio. Reporting to shareholders before the Chancellor's request, Mr. Gould added that the board hoped to pay at least a 27½ per cent. dividend, the same rate as before the one-for-five free share issue.

Minet Holdings, which was formed to take over J. H. Minet and Co., was made public a year after Excess Insurance, and has shown an even more striking profit performance. In Minet's two years as a public company, profits have jumped from £159,000 to £208,000 and the 4s. shares, originally placed with investors at 6s. 6d., reached more than ten times that level earlier this year. Mr. R. J. McRobert, the chairman, stated last spring that income for the first three months of the trading period was satisfactory compared with the previous year, when he described conditions as not easy for the operation of an international insurance brokerage business. One investment feature of Minet is the debt still owing to vendors of shares in a subsidiary. Until this debt has been paid, the dividend policy must remain conservative, but once this payment has been settled dividends will presumably mirror available profits.

A smaller concern, and rather more diversified than either Excess or Minet, is Landel Trust. Landel owns just over a 50 per cent. stake in British Merchants' Insurance, has associates on the Continent, and is interested in Lloyd's through De Felbe Halsey. Mr. C. T. Gould, chairman of Excess, is a member of the Landel board. In Landel's case, the rise in the share price has again been impressive, reaching almost 60s. this year against the original placing price of under 20s.

Merchant banks in the City have also been attracted by the growth potentialities of insurance broking. Mercury Securities, which controls the S. G. Warburg merchant banking house, has owned Stewart Smith and Co. since 1950. This has been a group of eight companies which form an important firm of London insurance brokers. Last year, Mercury also acquired American firms associated with Stewart Smith, for a suggested sum of about £500,000. Though Mercury publish no separate figures for their insurance broking side, this business must now form an important part of group activities.

Brown Shipley, another merchant bank to appreciate the possibilities of insurance broking, are already linked with Landel Trust. Brown Shipley act as bankers to Landel and are represented on their board. In June, Mr. A. Mackinnon, the chairman of Brown Shipley, reported that in recent months the bank had acquired the capital of Crawfurd, Beck and Amos, who are Lloyd's brokers. Though no details of the deal were given, Mr. Mackinnon went on record that the board believed this development would be advantageous.

Investors who are attracted by insurance broking profits thus have the alternative of buying a direct stake in say, one of three firms, or taking an indirect stake in one of the merchant banks which is known to have taken a significant interest in the business. Investors who wish to dilute their interest in insurance broking are probably best advised to choose Mercury. For those most attracted by the industry itself, Minet probably offers most striking prospects. Its debt to outside holders holds out a useful benefit, once discharged, over the year ahead.

# GOOD LIVING

*By Ganymede*

September is a very good month in which to visit the vineyards. I shall never forget the thrill when, for the first time, motoring through France and approaching Dijon, heading for Burgundy, I saw my first vines at the roadside. Not much later we passed through the world-famous villages whose names—with the names of the aristocrats of vineyards—I had known as the names of admired wines. Several of the important wine regions of France are crossed by the main lines of communications. For example, between Dijon and Chagny the railway line carrying the Mistral and other famous trains and the Route Nationale (No. 74), run parallel with the Côte d'Or—thirty miles of golden hillsides where the finest Burgundies grow. This exquisite area is only just off the shortest motor route to the South of France. To take off a day instead of whizzing straight through and spend it among the vines and visiting cellars, not to mention tasting samples, is most rewarding for the wine-lover. Good wine attracts good food, and it is no surprise that Burgundy is one of the finest regions of France for eating as well as drinking. Wherever you decide to stay, from Dijon to Chagny, or farther south, you will find many hotels and inns in various price categories, where the cooking is invariably good. Among them several have the distinction of the hard-to-get stars of the *Michelin Guide*. Beaune is a very good centre.

The châteaux of the Bordelais are just as well placed on the direct route which leads to the Pyrenees and Spain. Bordeaux is a big, bustling commercial city, beautifully situated on the river with several first-class hotels. If you want to get away from its traffic and urban commotion, you might choose to stay at Libourne, less than 20 miles to the east and only a stone's throw from romantic St. Emilion, or at Langon to the south, which is very handy for the Sauterne vineyards. Both these small towns boast small, comfortable hotels with Michelin stars. On the way south to Bordeaux, a small diversion will take you to Cognac and Jarnac, the centres of the Charante, where all the world-famous brandy houses have their head-quarters.

Pouring grapes into a vat in a vineyard in the Côte de Nuits region of Burgundy

Champagne is another area one must visit sometime. Reims and Epernay are the two centres of Champagne manufacture, less than a hundred miles east of Paris. The Loire Valley is perhaps the best known to the tourist. Here the vineyards have the added attractions of the historical and architectural interest of the châteaux. While none of the wines of the Loire vie in importance with the other three areas already mentioned, there is a much more varied selection all the way down this mighty river from the Pouilly Fumé on the upper reaches to the more plebeian Muscadet near the mouth of the river. Alsace is a region which is perhaps a little neglected by the British tourist. In the north, Strasbourg is the gateway, and in the south the vineyards are within a Sunday afternoon's drive for the inhabitants of Basle, with Colmar the great wine centre. What I said about hotels and food in connection with Burgundy applies equally to the other areas mentioned.

Facilities for visiting the vineyards and cellars exist in all the areas. Circular coach tours, with suitable stops for tasting, are run in most places, and motorists will find special roads marked " Route de Vin." Your wine merchant may well be able to obtain a letter of introduction for you from his shipper to a wine-grower in the district you intend to visit. With such a recommendation you should have a royal reception, and a better, more personal, conducted tour of cellars and vineyards. A certain amount of reluctance to receive visitors during the time of the *vendange* may be shown. This is quite understandable, for that is the busiest and most important time of the year for the grower. He may be just too busy, especially in the case of the smaller house. But there are many exceptions. For example, a group of members of the Wine and Food Society are flying to Epernay for a visit to Moët et Chandon. This visit is timed to coincide with the vintage. It goes without saying that to be there when the wine is being made is the most interesting.

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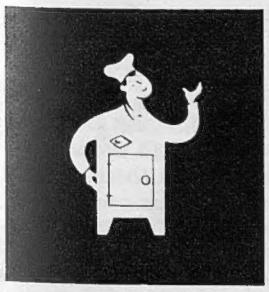

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**MOTORING**

# THREE NEW CARS

*The Triumph TR4; the Renault 4; and the Mercedes-Benz 300SE*

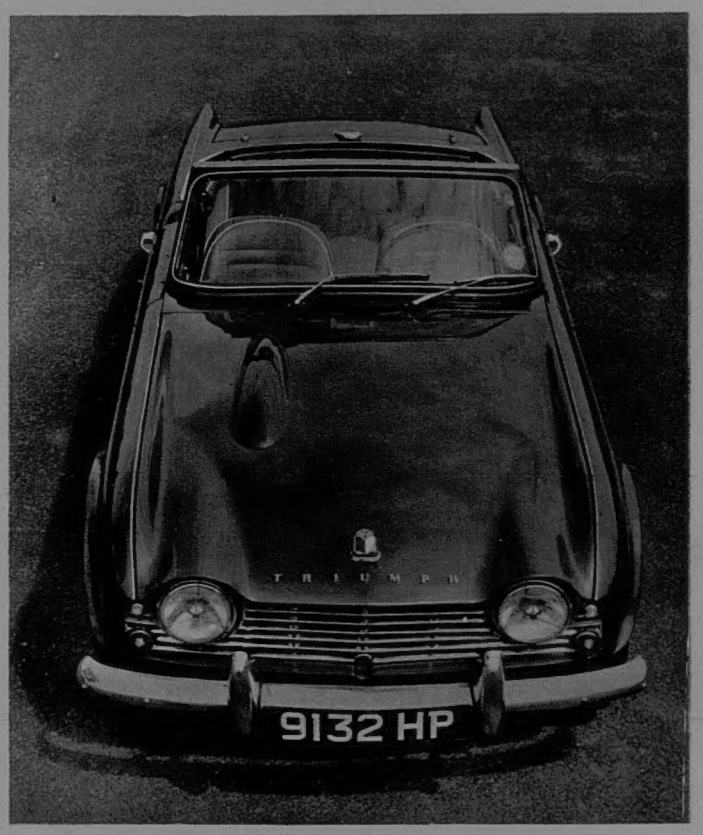
A new British sports car, the Triumph TR4; a new French economy car, the Renault 4; and a new German luxury car, the Mercedes-Benz 300SE. . . . That is the cosmopolitan road-test programme about which it is my pleasure to write this week.

First, the TR4. This is a worthy successor of the TR2 and TR3, 80,000 of which have been built in the last nine years (and nearly 55,000 of them sold in the U.S.). Into its design have been built all the many lessons learned in international sporting events, in which many successes have been gained. The new Triumph has a four-cylinder o.h.v. engine of 2,138 c.c., which develops 105 brake horse-power at 4,750 r.p.m., gives a top speed of 110 m.p.h. and accelerates the car to 50 m.p.h. from rest through the gears in eight seconds. The old 1,991-c.c. unit is optionally available.

Fuel economy has always been an outstanding feature of the TR series and 25 m.p.g. is claimed for the latest version. It has Girling disc brakes on the front wheels; a telescopic steering column which is adjustable and which safely collapses in a crash; synchromesh on all four gears; softer springing; winding windows; a forward-hinged bonnet; and a detachable windscreen of laminated glass.

Standard-Triumph are planning to export more than 90 per cent. of the total production of this luxury sports car and initial output will be reserved for the U.S. The TR4 has a smart new body shape which bears a family likeness to its predecessors and its personality is still strictly masculine. The price will not be known until the London Show in October. The hood is easy to raise and lower and among the optional extras is a new-style hard-top made in two parts: a roof panel and a rear window unit. In this form the car can be driven with the roof panel removed.

With the rear-window unit in position back draughts are prevented and if it rains the top can be covered by a vynide sheet which Standard-Triumph are calling a "Surrey"; in other words, it is a Triumph with a surrey on top!




Latest of the line of Triumph sports cars—the luxurious TR4

The new Renault 4 is a very different sort of car. It is a tough, economical four-seater runabout with front-wheel drive, independent springing of all four wheels (by means of long torsion bars), five doors, high ground clearance (almost 8 ins.), a sealed cooling system and no greasing points at all. It has a four-cylinder, water-cooled engine of 747 c.c., the design of which owes much to both the 4CV and Dauphine units, of which more than 3,000,000 have been built.

This car is a replacement of the 4CV model, but I suspect that its design concept was partly inspired by the success of the incredibly ugly 2CV Citroen, which in France has proved a very reliable and popular workhorse in town and country. The new Renault has better looks than the 2CV but no one could call it a handsome car and my friends in the Régie will not be offended at my saying so.

It has been designed for hard work over rough roads, and even when sadly neglected it should keep going for longer than most cars. For instance: the engine cooling system is filled "once and for all" at the factory with a special anti-freeze mixture and then hermetically sealed. It needs no attention, winter or summer, and an interesting feature of the system is an expansion tank fitted under the right front wing. Renault have dispensed with the grease gun by the extensive use of rubber bushes for most moving parts of the chassis and permanently greased and sealed joints for the remainder. The body is easily dismantled and quickly and cheaply repaired. The four wings and the body section in front of the windscreen are bolted in position and the body shell itself is attached to a rigid chassis (which forms a rectangular platform) by only 16 bolts. It will often be cheaper to replace a body panel than repair it.

Allied with these simple, practical design features is a fixed scale of replacement and repair charges laid down by the Régie in France for the first time. There will be similar official charges in export markets. The Renault 4 has something of the estate car about it. There is no luggage boot. Instead, there is a fifth door at the back, hinged at the top, and it takes only a few seconds to remove the rear bench seat which, like the one in front, is of light tubular construction. They are upholstered in synthetic foam rubber and are remarkably comfortable. With both seats in position there is 17 cub. ft. of cargo space and a load capacity of 120 lb. Take out the rear seat and you have a two-seater with a big flat floor, 50 cub. ft. of loading space and a cargo carrying capacity of 400 lb.

I can imagine farmers and tradesmen running around with the rear seat removed for most of the week and then cleaning the car out and putting the seat back for family motoring at weekends.

I have just carried out an extensive road test of the Renault 4 over rough roads in the Camargue, the wild but very attractive corner of France located between the two branches of the Rhône where that great river flows into the Mediterranean. It proved a tough, willing little vehicle with a useful turn of speed, springing of a softness that was just right for the uneven surfaces with which it had to cope, good road-holding and the ability (thanks to that generous ground clearance and a perfectly flat under surface) to undertake cross-country work of a kind which most cars would find impossible.

The Renault 4 has only three gears but the top ratio is, in effect, a built-in overdrive. The push-pull gear lever sticks out of the dashboard. You pull it back for top and push it in for middle gear. The makers claim a normal fuel consumption figure of between 50 and 55 m.p.g. and I am prepared to believe them, though in the exceptional circumstances of my special test I averaged only 42 to the gallon. The tyres of my test car squealed badly on corners and I did not like the steering very much. I found it heavy, with pronounced under-steer. One other criticism: is it necessary, even on a car of stark simplicity, for the lay-out of the dashboard to be so untidy and unattractive?

The U.K. price of the new Renault will not be announced until October 12. I shall be surprised if it is not considerably less than the £650 price-tag on the old 4CV model. Samples of this versatile French runabout, which seats four adults with plenty of room, will be at the London Motor Show. It will be on sale in Britain early next year.

The new German Mercedes-Benz 300SE, to which I referred briefly last week, has its place right at the other end of the automobile scale. Here is a high-performance luxury six-seater with a wealth of advanced-design features which, when I drove it on the Solitude motor-racing circuit near Stuttgart, showed itself to be a car in the highest traditions of Daimler-Benz, which recently celebrated its 75th birthday.

With a light alloy, six-cylinder, 2,996-c.c., direct-injection engine go three outstanding features which Daimler-Benz themselves have been developing for years and which are used together for the first time: a four-speed automatic transmission with fluid coupling of novel design, planetary gear trains and band brakes and multi-disc clutches for changing gear; pneumatic suspension with a compressor driven off the camshaft with V-belts and automatic levelling valves to keep the car on an even keel whatever the load; and power steering which makes the car a joy to handle yet still contrives to give the driver the "feel" of the road. British disc brakes—Dunlop—are fitted all round.

After I had tried out the car myself Mr. Rudolf Ulenhaut, chief development engineer for Daimler-Benz and a former racing driver, took me round the Solitude circuit to show me how the 300SE *can* be driven when there is no traffic coming the other way (for the road was closed to the public for the special demonstration in which I took part).

The new 300SE—in company with the firm's restyled and greatly improved 190 models, whose U.K. prices have gone up to £1,987 for the petrol model and £2,154 for the diesel version—will make their first public appearances at the Frankfurt Show which opens on September 21. But this luxurious Saloon will not be on sale in the U.K. until the middle of next year.

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# IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor,* THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

HOW EXCITING IT IS to make a completely unexpected discovery. Leaving Arrochar, Dunbartonshire, for Helensburgh, we spotted the signboard *"Ardmay House. Highland hospitality. Excellent food."* The time was ripe. The situation, flanking Loch Long, nigh perfect, so we turned in. A bearded kilted Scot met us and received us in such a natural, friendly manner that we felt quickly at ease. Except for the cocktail bar we were not conscious of being in an hotel but a home.

That is exactly the atmosphere that Mr. and Mrs. Roi Cordner foster. For twenty-five years and more *Ardmay House* and surrounding estate has been their domain, and they now delight in sharing with paying guests and putting into practice their perfectionist ideas on comfort, tempting home fare and authentic wines.

Our luncheon was served in the Adam dining-room. Family silver and glass adorned the table, each course was presented in a pleasing and personal manner and a young Loire wine—Pouilly Fume 1959—completed our pleasure.

After paying our dues, we disclosed our identity and thus learnt more about our delectable discovery. We viewed the ten comfortable bedrooms and heard that, had we been staying, we and the other guests would have been piped into dinner.

Such a reputation has *Ardmay House* for homely comfort and friendliness that the Cordners keep open the whole year to cope with the demand for repeat visits. "Gracious living amid Scotland's most beautiful scenery" is printed at the foot of *Ardmay House* brochure. An apt finale.

Our second unexpected discovery followed a few days later. Taking the car ferry steamer from Gourock to Dunoon, we turned right at the pierhead and happened on the *Royal Marine Hotel* at Hunter's Quay. A new and progressive chapter in the history of this long-established hotel began in January 1961, when Mr. J. M. MacLaurin, who also owns the *Manor Park Hotel*, SKELMORLIE, acquired the property and immediately set about re-equipping, refurnishing and redecorating to give the *Royal Marine* a similar prestige status to its now sister hotel across the water.

Each have their claims to your patronage on account of the dress circle seats they provide from public rooms and bedrooms of life and scenery on the Clyde.

Yet, the *Royal Marine* has an especial attraction for anyone considering a Scottish motoring holiday combined with car ferry and steamer excursions. Dunoon pier, two miles from the *Royal Marine*, is the centre of a spider's web of services which cover such varied places as Rothesay, Tarbert, Isles of Arran and Cumbrae, while the shores of the Holy Loch, Loch Lomond, Loch Long, Loch Fyne and lesser-known beauty spots are all within comfortable motoring range. There is much that could be said in favour of the *Royal Marine* as one's base.

That you will be comfortable, well cared for and enjoy both cuisine and cellar, we have no doubt, for having stayed at both hotels we have noted a friendly rivalry—always a healthy sign.

Our next series of pleasant surprises was uncovered in our June 1961 circuit of Ireland. Crossing on the Stranraer/Larne steamer, our first find on Ireland's west coast, though already well known to discriminating lovers of salmon and trout fishing, makes a charming base for Connemara and Achill Island.

For many years *Newport House Hotel*, NEWPORT, has been a family home. Much of the fishing hereabouts was under their control. Many thousand acres of rough shooting—grouse, snipe, woodcock and wild fowl—provided a surfeit of sport and they lived graciously and generously on the fruits of their estate.

When, in the fullness of time, *Newport House* was converted into an hotel, the atmosphere of a country home was preserved, and has since been zealously maintained by Mr. and Mrs. H. F. Mumford-Smith. Indeed, the word "hotel" is studiously avoided whenever possible.

The fishing and shooting potentialities remain much as they were. *Newport House* offers excellent salmon, sea and brown trout fishing and extensive rough shooting. (Full details will be gladly supplied by the resident bailiff.)

Yet sport is by no means the sole object of visitors. Discerning people from many walks of life have discovered at *Newport House* the pleasure of real relaxation amid unspoilt scenery embracing mountains, rivers, lakes and sea.

To us, however, the main attractions were the pristine freshness of *Newport House*, the woodland surrounds, walled garden and farm, the country-house comfort, honest fare and well-stocked cellar.

Finally there is a permanent staff who take obvious pride in their gracious surrounds and maintain a standard of service that is becoming increasingly rare.

Each year our Dublin visit brings us at least one outstanding surprise, and our 1961 find (twelve miles only from Dublin City) was *Old Conna Hill Hotel*, near BRAY—a stately Irish home set in 200 acres of parkland and woodland with the Irish sea and the Sugarloaf Mountains as one's constant vista.

We find it difficult to curb our pen in writing of the luxury and elegance that assailed us as the hotel's host and manager, Cyril Count McCormack (son of the famous tenor), took us around the public rooms. Later we were shown the bedroom suites, each elegantly furnished with sitting-room and private bathroom and named after famous Irish authors.

Repairing to a charming cocktail bar, styled in white with gilt brocade, we chose our lunch from a tantalising choice of dishes and later took our meal in a beautifully appointed dining-room maintained by an efficient staff fully in tune with the graciousness of their surrounds.

*Old Conna Hill Hotel* had only been open for four weeks when we discovered it, yet already it has become a magnet of attraction. Because of its uniqueness, the total capacity is about 24 resident guests and the dining-room capacity some 50. Consider yourselves fortunate, therefore, if there is "room at the inn" for you.


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